

# COVER

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## Author's Preface

In 1991 I felt it would be appropriate to write a history of the RAN Radio Mechanics who were recruited in the immediate post war period late 1945 through mid 1947. The research necessitated me making personal contact with many whom I had not seen for over 40 years. The outcome of completing and publishing the history was a strong move to hold a reunion, which did occur at what was HMAS "Torrens" at Birkenhead near Adelaide in November 1992. This was successful and led to the formation of the RAN Radio Mechanics Association in 1993.

Since 1992 there have been biennial reunions – Sydney 1994, Canberra 1996, Melbourne 1998, Nowra 2000, Perth 2002, and Caloundra 2004. Over these years the membership has been swelled from the ranks of those who joined the service after 1947 and who were trained at HMAS Cerberus. As well, some known as HOs, (Hostilities Only) who underwent their basic training in the early 1940s at the Melbourne Technical College, later RMIT, have joined our association, bringing the present membership in 2005 to over 550.

For the 1994 reunion, a booklet outlining the history of HMAS "Watson", at Sydney's South Head, was produced. This added to our little store of recorded history, because "Watson" was where the advanced technical training was carried out. At that 1994 reunion I persuaded a colleague, PRH (Lofty) Watson, to create a history of the development of radar in the RAN. Lofty did an astonishing amount of research, and for our 1998 reunion, released his excellent book "It's Nothing To Do With Me, I'm Radar". So, we then had a third chronicle of our recorded history.

In thinking about all this while planning to attend the 2004 reunion, it suddenly hit me that there was, as yet, nothing recorded about the HOs. These were the men who were recruited into the RAN late 1941 through 1945, and who struggled to come to grips with the knowledge explosion of complex electronic circuitry surrounding the various radar equipment types variously known as 281 and 960 Air Warning, Sugar George and 293 Navigation, 282 and 285 Gunnery Control, and others.

As well, there were other devices such as LORAN, a long range radio (not radar) navigation system, IFF or Identification Friend and Foe, Type X a cryptographic machine, High Frequency and Very High Frequency Direction Finding (HF & VHF DF), and the Radio Compass. To add to this seemingly never ending list of equipment to be studied and understood, there was also the range of W/T, Wireless Telegraphy transmitters and receivers for radio morse and voice communication.

The surviving members of this group of war time technicians are, in the year 2005, mostly over 80 years of age. The oldest at the time of writing this preface is 93. It is inevitable that their remaining time with us is short. Therefore now is the time to capture some of the personal history of these men, hence, this history of the RAN's World War 2 Radio Mechanics.

Despite all the considerable research which has been done to create this HO history, it is inevitable that there will be omissions and errors. One reason is that if all the available material had been included, this history would have run to volumes – an impractical outcome. Another reason is that digging into human memories that are 60 years old is a not entirely accurate process. This has been illustrated many times over in the arguments about class numbers, and for this reason class numbers have been omitted from the master list of names as being quite unreliable.

Further to this, researching into official documents names by which individuals were known, has proved frequently to be misleading. Here are a few examples. "Clarrie" Dietmann (Clarence Charles), "Otto" Kruger (Alan Rex), "Tony" Dinham (Charles Anthony), "Phil" Thomas (Wesley Phillips), "Bill" Boswell (Robert William), Stan Powell was in fact Ernest Stanley Powell, not Stanley Alfred Powell, this latter being a Joiner III.

Nevertheless, I feel that what follows in this recorded history is for the most part true and as accurate as I could achieve.

George Stevens  
Berowra Heights, June 2005.



## Introduction

In September 1939, Australia followed Britain and declared war on Germany. At that time, the impending hostilities were half a world away, and posed little threat to Australia. In December 1941 when the Japanese launched their assaults on nations bordering the Pacific Ocean, matters changed dramatically. Instead of being an aggressor in a conflict 12,000 miles away, Australians were faced with the task of defending their domain from attack by a powerful, fiercely aggressive, determined and very close invader.

The challenge to 12,000,000 Australians of defending their vast land area encompassed by about 4,000 miles of coast line, equipped with meagre and largely outdated defence technology was daunting. To meet the challenge, many initiatives such as accelerated recruitment into the three armed services and mobilisation of industry to support a war effort were implemented. In the total context of this scenario, one of the many initiatives was the creation of a new branch of the Royal Australian Navy, the Wireless Mechanic branch.

Traditionally and for organisational purposes, the Navy had branches of Engineering, Gunnery, Navigation, Communications, Supply, Electrical and Medical. Within the Communications branch there were the visual signallers, colloquially called the “bunting tossers”, and the Teleraphists, aka “sparkers”. The Telegraphist’s main role was to operate the wireless telegraphy equipment communicating by Morse Code. Their subsidiary role was to maintain the equipment, which in the immediate pre war days, was fairly simple.

In the early 1940s, the Telegraphists quickly found that the demands on their time and skills to handle the substantial increase in wireless traffic, as well as to man and to implement a training program to meet the needs of the sudden big increase in recruits was becoming more difficult as each month passed. Coupled with this, there was a steadily increasing introduction of more technologically complex electronic equipment to the ships and shore establishments. It soon became clear that the maintenance role of the Telegraphist could not continue. To address this

need, the new title of Wireless Mechanic was conceived late in 1941, and introduced to the RAN early in 1942 (CNO194/42 refers).

In order to turn this concept into reality, selected personnel were to be given a basic training course of 6 months duration at the Melbourne Technical College, later known as the Royal Melbourne Institute of Technology (RMIT). This basic training was followed by equipment training at the RAN shore establishments of HMAS Rushcutter and HMAS Watson in Sydney, and at HMAS Harman and the Belconnen Transmitting station, both in Canberra. A few of the selected personnel came from existing Naval ranks, but the majority were recruited from civilian life. These then became what we know today as the Hostilities Only Radio Mechanics (HO RMs).

Radio Direction Finding (RDF) was the name given initially to the very new and top secret device which could “see” targets over the horizon, and at night, by showing on special equipment the range in yards, and bearing relative to the ship’s head or to the compass. As well, for detecting aircraft, it could show the angle of elevation necessary for training the anti aircraft guns. Various models of this technology were developed, and it logically fell to the Wireless Mechanic to instal and to maintain it. The title RDF was soon changed to that of RADAR, an acronym of Radio Direction and Ranging. As the title Wireless Mechanic was then no longer completely descriptive, the maintainers’ title was changed to Radio Mechanic. The Radio Mechanic then became responsible for the satisfactory performance of all electronic equipment in his ship. This was quite a responsible task. This change occurred in 1943 (CNO 414/43 refers).

In a history such as this, technical references are essential. However, the thrust and focus of the book is on the people. It is a record of what life was like for those men, most of whom, upon joining the RAN, had not the faintest idea of what the word Radar meant, nor how radio communication occurred, yet within the space of 12 months intensive training, had the

responsibility of keeping all of a warship's radar and communication equipment fully functional.

Typically, the recruits were in their early 20s, and had secondary school education to year 5 level. Good passes in mathematics and physics were preferred. There were exceptions such as an older recruit with a strong background in radio.

Following the mandatory medical examinations and probity checks, the new recruits spent their first six weeks in the Navy "square bashing" at HMAS Cerberus. Cerberus is a large Naval training establishment at Crib Point Victoria. Those six weeks instilled a sense of discipline in each recruit, and taught him some of the basics of Navy life. The recruit learnt how to wear and to look after his uniform correctly, how to carry out the various drill orders, and generally to understand the subtleties of Naval routine. The facetious homily of "If it moves, salute it; if it is stationary then polish it; but if it won't take polish, then paint it" was not too far from reality.

All RAN recruits had this initial indoctrination which was then followed by specialist training at the various schools within Cerberus. For example, the Telegraphists went to the Signal School, the Stokers went to the Engineering School and so on. However, the Radio Mechanics were drafted to HMAS Lonsdale, a shore establishment located at Port Melbourne. Lonsdale became their home for the next six months in that this is where they slept, washed and ironed their uniform clothes and ate most of their meals. Each Monday to Friday, having had breakfast, they would travel to the Melbourne Technical College, later Royal Melbourne Institute of Technology (RMIT) for instruction in electricity, and in radio transmission and reception. The travel distance was not far, perhaps 7 kilometres, and for the earlier classes was on the back of an open tray 3 ton truck. Passenger comfort and safety were given low priority. Some later classes had the luxury of travelling by tram.

Not all RMs were billeted at Lonsdale. There were occasions when the population exceeded the capacity for accommodation. On such occasions, some RMs were billeted out in private

residences, such as their own home if they lived in Melbourne prior to enlistment.

What happened subsequent to the basic training depended upon two factors. One was the instructors' assessment of each student's potential, and the other was the manpower needs. Most graduates were very keen to be given the training which would lead them to a sea going ship. However, there were a number of shore based manning requirements such as the Naval Transmitting Station at Belconnen Canberra, HMAS Melville in Darwin, HMAS Magnetic in Townsville. So quite a few RMs missed the glamor and excitement of being front line to the enemy. A common war time expression of the day could be appropriate in these circumstances, that of "They also serve who only stand and wait".

The cameos which follow in this history are not all of those who faced the aggressor. They include some of the less glamorous appointments. Collectively they illustrate the RAN Radio Mechanic's significant contribution to Australia's outstanding war effort. We can be proud equally of the front liners, and they who stood and waited.

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# Chapter 1 - Cameos

## Introduction

With approximately 360\* HO RMs recruited during the war years, it would be quite impractical to include stories of all. To give a feel for service life across the whole of the Radio Mechanic Branch, 20 Cameos have been selected as being representative of all. A Cameo is a one or more page story of an RM's service life, written by, or edited by, the individual.

To minimise repetition, following is a brief account of the time spent during their first 6 months in the service.

Other than the Bailey Boys (see chapter 2) and those transferred from other ranks within the service, most were recruited in the age range 18 to 20. There were a few older ones. As well most had secondary school education to the Leaving Certificate level (5<sup>th</sup> year high school), with good passes in mathematics and physics. Here again there were a few exceptions.

The basic training was a course of six months duration, conducted at the Melbourne Technical College (MTC), later named the Royal Melbourne Institute of Technology (R.M.I.T.). During this training period, some of the trainees were billeted at HMAS Lonsdale, a shore establishment which in recent years has been demolished. Others, particularly those with homes in Melbourne were billeted out. The Lonsdale barracks were located in Port Melbourne, between Beach & Rouse Streets, and Esplanade West.

Nearby Bay Street has had for many years a tram service direct to the city, but few RMs had the luxury of tram travel. Much of the time, transport from Lonsdale to the MTC was on the back of an open tray 3 ton truck to the College, located on the corner of Swanston and Latrobe Streets in Melbourne. Distance between Lonsdale and class room was a mere 3 miles (about 5 Km), so travel by truck was quick, which was fortunate on those days when the temperature hovered around 50 degrees Fahrenheit (10 degrees C), and when the rain was steady. (See photographs)

Some of the following cameos have been mildly edited where necessary for clarity of the message to be conveyed, but for the most, each is a verbatim account, written in the particular style of each contributor, with few changes to syntax, layout and punctuation. This is considered by the author to be essential, as it is the personality of the writer, revealed in part by his written style, that will mean as much to his family as the facts of his recording.

\* As well as the 343 who were trained at the Melbourne Technical College, there were some who transferred from other R.A.N. categories such as Wireman, and some who because of their prior experience in other occupations did not require the same level of basic training.

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## Cameos Names List

Baird	John Douglas	John	26691
Baldock	Brian Albert	Brian	27045
Balme	Basil Eric	Basil	26502
Crow	George Frederick	Jim	26942
Doran	Reginald Richard H.	Reg	27368
Gillespie	Peter Alexander	Peter	27092
Glover	Peter	Peter	27002
Gulson	Thomas Neil	Tom	27127
Kennedy	Kevin Michael	Kevin	26504
Labone	Reginald	Reg	(Note 1)
Linton	Robert Harriman	Bob	F4150
McDonald	Reuben Varney	Reuben	S/V150
McDonnell	James Mathew	Jim	26152
Pritchard	Maurice Francis	Maurie	PM7860
Ramsay	Hilton	Tony	27131
Routh	Russell	Russ	26985
Saunders	Norman Leslie	Norm	26085
Scaife	Clyde Arthur G	Clyde	26819
West	James Ernest H	Jim	26461
Woodward	Gregory Allan	Greg	26602

Note 1. Reg Labone did not join the RAN until January 1949, but his war time adventures in the RN made such interesting reading that he has been included with the RAN HOs.

## John Douglas Baird

John Baird joined the RAN Reserve as an Ordinary Seaman, (O/D), on 16<sup>th</sup> November 1942. He was given the official number of S7587. The 'S' prefix was for Sydney, his home town at the date of enlistment. The next day he was in HMAS Cerberus at Crib Point Victoria where he underwent Recruit training, colloquially known as 'square bashing'. Then from 18 December 1942 through 4<sup>th</sup> July 1943 he was based at HMAS Lonsdale, Port Melbourne. During this almost 7 months period, he was trained, with others, in wireless theory and practice at the Melbourne Technical College, later RMIT, situated at the top end of Swanston Street Melbourne city. After a further 2 weeks training in Naval W/T equipment at HMAS Cerberus, John was promoted to Wireless Mechanic on 29<sup>th</sup> July 1943, and posted to HMAS Rushcutter, at Rushcutters Bay Sydney, for further training at the South Head station, later to be named HMAS Watson. It was at this point that John became part of the permanent Naval forces for "a period of 2 years, or the duration of the war plus 6 months, whichever became the greater". He was given the permanent RAN official number of 26691.

John tells some of his story as follows. I, with others such as Ernie Morrison (later Captain Morrison) was in class 213 at the Melbourne Technical College (MTC). This was the first all Navy class, as previously there had been composite RAAF-RAN students. Accommodation at HMAS Lonsdale being at a premium, we Wireless Mechanic trainees lived out on "Lodge & Comp". This was cash in hand each week, additional to regular pay, to cover the costs of lodgings and meals not provided in HMAS Lonsdale. Each day, we would report to the MTC classroom in Lonsdale Street Melbourne for lectures and workshops, after which we would be transported to HMAS Lonsdale at Port Melbourne. Here we would go to the gymnasium for physical training (PT).

Following gymnasium there was the traditional Navy 'supper'. After supper, the class was required to do further study. We studied under the helpful eye of Lt. Guest who had come up through the ranks as a Telegraphist. He did his best with a bunch of exuberant

'Jack-Me-Hearties' until we were free to go at 2100 hours. After some 6 or 7 months of this we returned to Flinders Naval Depot to spend a few weeks on the Naval transmitters and receivers, as Melbourne Tech had only Air force, Marine and commercial equipment on which we had trained. Some of our class then went to Belconnen in the ACT, whilst others, including me, came to Sydney (HMAS Watson) at Watson's Bay to meet at first hand our first Radar gear. We were there for a couple of months before being posted to Corvettes in the main.

I went to HMAS Bundaberg then refitting at Garden Island (GI). Somewhere in that period we 'broke strike' when dockyard workers (fiddlers and diddlers as they were known by Naval personnel) refused to work on HMAS Shropshire, recently arrived as a gift from the RN to replace Canberra.

After some months in Bundaberg – convoys between Townsville, Cairns and Milne Bay, I joined Base Staff, Cairns, where HMAS Platypus was the hub of the newly formed Depot. She was the last of the coal burners in the RAN. Later, when everyone expected her to leave her bottom in the mud in Cairns harbour, she steamed out with colours flying in the wind, the band playing, and her prestige intact. Later I went to the Evans Deakin dockyard at Kangaroo Point Brisbane where we serviced both RAN & RN vessels up and down the river as well as those in the dry dock at South Brisbane. When I visited Brisbane in 1988 it was a pleasure in a nostalgic way to see the old dock preserved as part of the 'Expo' site, with HMAS Diamantina cradled in her 'bosom'.

I saw out my last months of service in HMAS Glenelg doing minesweeping tasks off Sydney's northern beaches, and Hawkesbury River mouth (Broken Bay). It was part of the routine to go ashore some nights at Patonga. The piece of paper I'd been looking for finally arrived, and I became ex-RAN.

# # # # #

## Brian Baldock

War Service. Born 3rd August, 1921

My first attempt at joining up commenced in early 1942 when I applied to join the R.A.A.F and was accepted for Air Crew. I was placed on the Air Crew reserve as the Air Training facility in Canada was not completed. By October I got tired of waiting and joined the R.A.N. at Fremantle as an O.D. seaman My official number was F4608. After training at Cerberus offers were made to join a special course (officially known as R.D.F.- Radar was a hush word) I applied and was sent to South Head to do an operator's course.

After completion I was drafted to Radar Station 143 at Fremantle where we tracked the guard ship across Fremantle Harbour on a 245 set.

In August 1943 Commissioned Schoolmaster John Gloury visited the base and called for volunteers to do a Radar Mechanics course. I applied and was accepted. Technical training was carried out at the Melbourne Technical College (Class 25) and finally practical work at the Radar Station South Head Sydney on 284 and 271 sets.

In March 1944 I was drafted back to Radar Station 143 with a new permanent number 27054 and worked on submarines attached to the mother ship H.M.S. Maidstone in Fremantle Harbour from the base servicing their Radar and I.F.F. and also installing American P.P.I. sets on Australian Fairmiles.

Whilst on the Maidstone in January 1945 a fire broke out on the merchant ship the Panamanian which was moored next to the Maidstone and the Maidstone became aflame and there was an awful panic as it was loaded with fuel and ammunition for the submarines lined up alongside. After much manoeuvring the Maidstone was eventually put to sea where the fire was eventually doused and we returned to port that evening. It was quite a hairy experience.

In May 1945 I was drafted to the corvette "Katoomba" in Fremantle and proceeded to Darwin as our base. From there we did several escort runs to Morotai and New Guinea and when the Japs surrendered we were ordered to Koepang in Timor to supervise the surrender ceremony there.

We returned to Sydney and then to Hobart as our base for minesweeping in Bass Strait. At this stage

my discharge papers came through and I returned to Fremantle and was demobilised with the rank of Petty Officer on the 13<sup>th</sup> May, 1946.

I did not pursue any of the electronics training I had received whilst in the Navy as I had both Accountancy and Secretarial degrees and joined a large commercial company as Company Secretary, eventually becoming Managing Director and retired in 1981. I joined the Corvettes Association (W.A.), the Katoomba Association and R.A.N. Radio Mechanics Association of W.A. and maintain a keen interest in their affairs.

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## **B.E.Balme**

### **Service 1942-1945**

1 In about May 1942 called up as an Ordinary Seaman RANR. I have lost the records of my early service (i.e. May '42-April '43). My main reasons for joining the Navy were as follows:

- a. I had just begun the second year of an Engineering degree at UWA and found that I had little interest in purely Engineering subjects.
- b. At the time it seemed likely that the Japanese would soon land in Australia and we would all find ourselves in the Army anyway.
- c. I was also an RAAF reserve but the Navy called called me up first.
- d. Also as a small kid I was fascinated by ships and spent a lot of time wandering round the Fremantle docks.

2. Like most inductees my training began at Flinders (HMAS Cerberus) which in the Melbourne winter was a bleak concentration camp and it was a mighty relief when the Navy found out that I had passed some University physics and ordered me to train as a Radio Mechanic. Basic courses were given at Melbourne Technical School (now a university RMIT) and were pretty intensive. I think Kevin Kennedy, Bert Hanson, Peter Weedon, Doc. Hunt and I made up Class 10. All of us had some knowledge of electrical theory of course but

understood nothing at all about radio. Peter Weedon didn't survive the course and was shortly invalided out of the RAN with a serious affliction of his back. I relied pretty much on my previous knowledge of physics and as a result managed to scrape through the exams in a non-spectacular way. Lieut Gloury, the O-C training, was a strict disciplinarian who didn't treat non-achievers kindly. Fortunately he was also a cricket addict and as I was a reasonable medium-paced bowler he tolerated me.

During initial training we were stationed at HMAS Lonsdale, the shore station at Port Melbourne. There was no sleeping accommodation to speak of so we spent nights in various doss houses in town. A few of us discovered that we could stay at the U.S. Services canteen (from memory in Russell St), which had cheap American cigarettes and junk food and more comfortable beds than other service hostels available to the lower deck. A contemporary at the canteen was the GI serial killer Leonsky who was subsequently hanged in Pentridge for murdering several young women.

3. Graduating from Melbourne we encountered our first RDF sets at HMAS Watson on South Head. These were ultra hush-hush at the time and we weren't allowed to suggest what we were doing to outsiders. We were first trained on the 286, a fairly primitive low frequency aerial warning instrument which told you there were aircraft near but only gave a very broad idea of where they were. We then moved to the 276 (I think that was the title) which was, for the time, a very sophisticated high frequency (300 Khz again from memory), surface warning set, using the recently developed cavity magnetron as an oscillator, which was so secret that it could only be transported by armed guards. To-day of course it supplies the basic energy of microwave ovens. During this time I was introduced to classical orchestral concerts in Sydney Town Hall by my friend Colin Stewart, a Queenslander who remained in the RAN after the war.

4. On October 1943 I completed basic training and was transferred to RAN (HO) as Acting Leading Wireless Mechanic no. 26502. The next day I was drafted to HMAS Cowra which was

commissioning at Cockatoo Dockyard. To some extent I supervised the installation of the two RDF sets mentioned above and shortly afterwards we began sea trials. My first discovery was that I was susceptible to violent sea-sickness. This was chronic for 6 months and then suddenly disappeared, so that I have never been sea sick again.

Cowra was a corvette mine-sweeper and during my time in her was based in Brisbane and served as a convoy escort between that port and northern islands, mainly New Guinea. Our captain, a great guy, was Lieut-Commander Gillies RANR, a long-serving ex-merchant marine officer, but otherwise the upper deck consisted of RANVR lieutenants with not much sea experience. Initially the radar was regarded by them (and the telegraphists) with suspicion, until it became clear that the 276 surface warning provided a fool-proof way of maintaining convoy stations. As the person who kept it running I was therefore indispensable and treated cautiously by all the watch-keepers. I enjoyed the Cowra. We had a mixed crew of permanent RAN specialists, and RANR ratings from a wide range of civilian backgrounds. As well there was an excellent library presented by the Maritime Workers Union and which was, as you would expect, heavy on authors who at the time were on the Communist Party approved list. As a result I read all of Dickens.

Convoy duty through the Barrier Reef was always a delight and by this time the Japanese air force had been virtually annihilated and the allies were in control of the Pacific Ocean. We were never really threatened by enemy action although from time to time we threw depth charges around in response to ASDIC echoes from probable fish shoals, and survived a couple of nasty typhoons, in one of which we rescued the crew of a foundered Fairmile.

On April 22nd '44 I achieved automatic promotion to Acting Temporary P.O. Wireless Mechanic a category that was upgraded to the grander title of Acting Temporary Radio Mechanic in June of the same year. At the end of the same month Cowra took part in the



landing at Madang, transporting troops inshore and on one occasion a few Japanese POWs back, I think, to Townsville. They were housed in some misery on the foredeck, but I guess the weather was generally warm .

5. I wanted to stay on Cowra but in August '44 was redrafted to HMAS Watson for a refresher course. I can't remember in what ways we were refreshed but the August ('44) to April 1945 was a very pleasant interlude in wartime Sydney with a number of old and new friends. They included Bill Johnson, Bill Pennington, Keith Fraser and Ken Tiller. Again as there was no accommodation at Watson this group and I were billeted at an interesting large heritage style mansion in Double Bay owned by Mrs. Hills, a charming old widow who I gather had come down in the world a bit. Apart from us there were a motley group of other tenants. Among them was Mrs. Hill's son, a deserter from the Army, who ran a profitable taxi service carrying GI's from King's Cross to the City for about \$80 (US), and the wife of an Australian Army officer who was often in other States. She survived his absences by entertaining US servicemen in a downstairs bedroom. One evening the husband returned unexpectedly and her invitee of the evening vaulted the north garden wall not realising that it ran along a cliff top on the street side. He fell about 5 metres to the street below, surviving but with a couple of nasty fractures.

6. My last RAN year was spent on HMAS Bungaree, a converted merchantman originally fitted out as a minelayer. I am not sure whether she ever laid any mines but in my time was a supply ship operated between Sydney and Allied bases in the northern islands, mainly the Admiralties, Celebes and north-east New Guinea. By this time of course the Japanese threat south of the Philippines was non-existent and we were not on convoy so radar was of little interest to the navigators. I don't think we even kept radar watches, so filled in time with a lot of illegal poker and blackjack.

One of the particular supplies that we handled was a contraband trade in whisky and American cigarettes. This was managed by our Bosun's Mate, an ex-Sydney policeman with enough underworld contacts to provide him with cases

of normally unavailable whisky. These were sold to Americans in the north and the proceeds partly used to stock up on US cigarettes, which were of course virtually free in the American PXs, and he reaped a small fortune on the Sydney black market. After I left the ship he was demoted for attempting to steal a quantity of gold bullion being transported by Bungaree to Indonesia for the Dutch Government. Many years later I read in a paper that he had received a life sentence in California for drug smuggling. This was a member of a ring run by the then NSW Police Commissioner whose name escapes me although I seem to remember that he was olympic rower.

We were at sea for both VE and VP days so missed the celebrations in Sydney but the mainbrace was spliced on 14th August '45 to commemorate the Japanese surrender and subsequently we got a weekly beer ration of, I think, 2 bottles.

The last trip I remember on Bungaree was to Rabaul in order to participate in the Japanese surrender. This was a fascinating experience as Rabaul was an important Japanese base that was still substantially intact, with a Korean armoured brigade, many Indian prisoners of war and very large stores of electronic and other technical equipment in lava caves. I remember being especially impressed with the quality and sophistication of the Japanese radio communication instruments, because they contradicted the crucial Australian pre-war myth that the Japanese had no capacity for producing anything original. I remember also a conversation with a Japanese naval officer who was about my own age spoke good English and expressed his relief that the war was over and that he would be shortly going home, exactly my own view at the time

7. I left Bungaree on 12th February '46 and was demobilised a month later at HMAS Leeuwin in time to return to UWA for the 1946 year. I abandoned Engineering and enrolled in a Science degree eventually majoring in Geology. I did study some additional physics and was about the only member of the class who was a master of the CRO, otherwise I have not

subsequently used my naval radar training in any important way.

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## George Frederick Crow

I volunteered to join the Navy on 30<sup>th</sup> July 1941, and was mobilised 20<sup>th</sup> November 1941. I was sent to Flinders Naval Depot (FND), HMAS Cerberus, to be trained as an Ordinary Seaman.

Training at FND was completed 20<sup>th</sup> April 1942, at which date I was drafted to a converted coastal vessel HMAS Marrawah, all of 472 tons displacement. Our task was to mine sweep in Bass Strait, off Wilsons Promontory. I remained in Marrawah until 21<sup>st</sup> August 1942, at which date I was drafted to HMAS Hobart commencing 22 August 1942. During my sojourn in Hobart I applied to train as a Radio Mechanic. As my aim was to study Electrics originally, this opportunity could not be missed.

On 18<sup>th</sup> April 1943 I was transferred to HMAS Lonsdale to front a selection committee concerning my application to be selected and trained as a Radio Mechanic. Fortunately I was accepted, and commenced training at the Melbourne Technical College.

I was in class number 23. This later training ceased on the 12<sup>th</sup> January 1944. On 13<sup>th</sup> January I was transferred to HMAS Cerberus, and qualified as a Leading Radio Mechanic.

My next move was another transfer to South Head Sydney Radar School to be trained in Radar. On 20<sup>th</sup> June 1944 I was drafted to HMAS Adelaide, and lasted there until Adelaide was decommissioned on 13<sup>th</sup> January 1945. Radar sets on Adelaide were Surface Warning, Aircraft Warning and Gunnery.

From HMAS Adelaide I was transferred to the Radio Workshop at Leichhardt. Radar sets serviced were Surface Warning, and repairs and maintenance to Airforce portable sets run on a power supply of 12 volt batteries. Testing of valves was carried out on transmission valves A12s and AV12s, and magnetrons etc.

My time in the Navy ceased when I was demobilised on 13<sup>th</sup> March 1946. I resumed my previous occupation as a clerk after my demobilisation

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## Reginald Richard Hugh Doran

Alias Ord Sea II R. Doran F3783  
LRM R. Doran 27368

When war was declared I was in the cadets. I joined the Navy on the 10<sup>th</sup> March 1941 aged 17 years was mobilized 16 June 1941 and left for Flinders Naval Depot on 15<sup>th</sup> August 1941 as an Ordinary Seaman second class (OD II). My rate of pay was Two Shillings a day.

At the end of 1941 eight of us came back to Leeuwin and two days later went aboard a small passenger come freighter bound north supposedly for Surabaya the Dutch navy port in Java. We never did quite reach it, but we did meet up with HMAS Vendetta who at the time had been towed out of Singapore by a Malaysian river boat the Ping Wo. We took over the tow and some weeks later despite storms in the Great Australian Bight finally delivered her to Melbourne.

Whilst no doubt appreciative of the experience gained Lonsdale did not want us so put us on a train for Adelaide who also did not want us were unable to get us on a train to Perth. So sent us to Darwin.

I spent 18 months on the patrol boats i.e. Vigilant Kuru Larrakia and Chinampa covering many areas of the ocean north of Darwin including supply runs to the Japanese occupied islands of Timor and the Celebes.

The ships being too small to rate a telegraphist or signalman a group of us were given a 6 weeks course as VS and RTs, a stack of out of date books on radio (starting with crystal sets ) with lots of time to spare I became quite adept at radio technology and was recommended for Radio Mechanic if I ever got out of Darwin and its little Ships.

Sadly my father died in mid 1943 and I was drafted back to Fremantle where I did a course as a Radar Operator. 6 weeks later I was loaded aboard a troop ship to join the HMAS Nizam in Alexandria. For reasons never determined I never

did reach the Nizam or Alexandria. I went ashore at Bombay and spent a week or so at the British Naval establishment at Malabar Hills where I was instructed in the operation and maintenance of the British 286 radar set and LRN navigation equipment. A short time later I was, together with these sets placed aboard the HMAS Launceston, a decision not entirely to the COs liking as it was his bathroom which became the radar cabin.

The next 9 months was spent on convoy duty from Aden to the Persian Gulf, Colombo, Trincomalee and Burma. In the course of time the sets and I became acceptable to both the crew and the Skipper. The crew because Dawn Action Stations were eliminated and the Skipper because I agreed to coxswain the ship's motor boat

The Launceston returned to Fremantle in October 1944 and I left her there to go to South Head to do the Mechanics Course.

I was transferred to the permanent service (Hostilities Only) on the 11th July 1945 as a Leading Radio Mechanic and drafted to HMAS Deloraine on which I served until June 1946 when I returned to Fremantle for demobilization.

Following demob I was enrolled under the CRTS scheme to do an associate degree course in Engineering at the WA School of Mines in Kalgoorlie. The allowance was not great and I worked nights as transmission technician for radio station 6KG.

During the second year of the course I accepted the post of lecturer in Maths and Physics at the school and completed the Engineering course part time plus a physics degree to boot.

In 1952 was appointed design engineer with Western Mining Corporation and was the original engineer of Western Aluminum prior to its becoming ALCOA.

In 1962 I was appointed Chief Engineer of the Plaimar-Industrial Extracts Group. Awarded a Churchill Fellowship in 1968 and whilst in Germany negotiated the rights to extrude polyethylene pipe in WA.

Was appointed the Chairman and Technical Director of the newly formed Gay-Dor Pastics Ltd., and continued in that position until the company was taken over in 1978 by James Hardie. The rest of my working life has been

private practice as design engineer, Adviser/consultant with the Small Business Advisory Corporation, Chairman of the New Enterprise Training Scheme.

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## Peter Gillespie

### *Confessions of a reluctant radio mechanic*

I was working at Whyalla as a shift chemist in the Blast Furnace Laboratory when the BHP approved my application for release in order to enlist. At that time my "war effort" was considerable! BHP and I were making pig iron to throw at our enemies, and ferro - manganese, an alloy used in steel making (made for the first time in Australia). I was also a member of the Naval Auxiliary Patrol and spent many hours learning semaphore and on patrol at night in a launch in the middle of Spencer Gulf. We were there to detect the presence of enemy raiders and mine-layers. The semaphore training was useless on these night patrols but we must have been effective for we encountered no enemy ships during my service. I can only think that they had been prewarned, and so, kept clear of our patrols.

At HMAS Torrens I was assessed and prepared for draft to FND. In order to facilitate a quick call-up I had been advised to apply for entry as a Stoker. However, at Torrens I was advised "We're full up on Stokers at the moment. Wanna' try for a telegraphist?" And so it was . I left Adelaide for FND by rail with a bunch of other young hopefuls eager to get into the fray.

### **Training.**

For the life of me ,I can't remember much about the training. I don't think that I liked telegraphy much and I probably wasn't very good at it. I liked our trips "up the line " to Melbourne and I was probably typical of the youth of the day, a bit of a lair, out for a good time, etc.etc. I soon bought myself a "tiddley" uniform with very wide bottoms and made of the finest material and pretty tight fitting. It didn't help with the training or the girls, I'm afraid! In the beginning I was kitted up properly with all the usual gear for an AB or round -rig sailor.



I had only one or two spells of sentry duty, fully fitted with rifle, tin hat and all and once again the enemies kept their distance. This is probably why I did not attain any “qualified service”, just because the enemy didn’t show when I was on duty!

At some stage I was offered a chance to become a Radio Mechanic. I’m not sure what attracted me - being stationed in Melbourne for a while, chance of promotion to PO after a short period, learning a new skill which might help in civilian life. Anyway I was accepted, and I was drafted to Lonsdale for training at Melbourne Technical College.

### **Melbourne Tech.**

Although attached to HMAS Lonsdale I was billeted out and lived at St.Kilda with a Mrs. Ince as landlady. I fancy that I travelled to MTC by tram each morning although I must have had some contact with Lonsdale for things like pay and other allowances. I remember being transported through Melbourne on the back of a truck on certain occasions-once to see a film at Toorak called Dieppe -an account of the big withdrawal. We had civilian instructors mostly. One I remember {was his name Walker?} told us that we could earn big money by servicing civilian radios. One only had to open up the valve tester in front of the client and that was worth 7/6 for a start! That is the same as our “call-out” fee today of about \$45. ! ! Walker? never did know the time. Last watch he had he dropped in Lake Ontario!! He told us that!

Somehow I finished the course,utterly without distinction. I did manage to make a radio for my then girl friend. Someone made a nice cabinet for it. It wasn’t a super-heterodyne or anything like that, something like a two valve oscillator or like that pretty simple.

I wasn’t in the top echelon of graduates-they were all selected for radar training, while those in the bottom tier were relegated to shore duties, looking after big transmitters, ships’ radios and general small communication equipment.

I’ll have to leave it people like George Stevens (who I am to meet in another life) to remember

all the technical names of the equipment and its function. I can easily recall some names like 6V6 (nobody ever mentions octal sockets. Why?) Any way, nobody would understand me at all these days if I prattled on about all the technical terms used in the old steam radio days.

I think that if I enlisted today in the high-tech world of transistors, computers, CD Roms, wireless PC cards etc., I would barely be accepted as a stoker. Perhaps a sailmaker!! Maybe I was posted to Belconnen in the ACT. I remember spending some time there, climbing part way up the mast to replace globes, the big transmitters with massive (then) power. We were in repayment messes in small cottages on site where we looked after our own victualling.

Maybe all shore radio chaps were sent to Belconnen to wait until someone thought that they had a use for one of us.

I scored Darwin! I was sent on leave to Adelaide with orders to report to Rushcutter for transport to Darwin. No! They would not let me go direct (by plane) to Darwin. Back to Sydney and then by train to Townsville and Mt.Isa. I was with about seven other RAN chaps and we were set to work helping the army erect tents. All day; we were —ed at the end of the day. In the morning we were surrounded by 600 RAAF personnel who moved in during the night and we didn’t hear a thing!! The whole group set off for Darwin in big covered trucks. It took a couple of days as I remember. The organisation was an eye-opener to me in those days. There was a big staging camp where everyone was fed and slept with a minimum of fuss. The RAAF handled the messing, the army looked after the camp and we seven had some minimal duties, although one old PO objected to doing menial tasks when there were so many RAAF ground staff there!

On to Darwin, part of the trip in open railway wagons (from Katherine I think) It would cost you thousands of dollars now on the new Ghan!!

Darwin (HMAS Melville)

What a perfect spot for a holiday [or a naval depot]. Beautiful weather, lovely beaches and tropical swimming holes. Sporting facilities

were well organised. A lolly water factory provided a constant ration and access to US canteens was always available.

The work? We were there to service Australian ships with their small portable R/T units. This entailed mainly testing tuning, replacing defective parts on small units. I imagine that work on the big transmitters was carried out by personnel from Coonawarra. We operated from a small shed at the rear of the Hotel Darwin now operating as general HQ and Officers Unit. WO Val Clayton was our OIC with a PO Tel Ponting as 2IC . We were housed in a private house right opposite an RC church with an air raid trench at the rear (only used by snakes, I think )

I can't remember making any outstanding contributions to the maintenance of the fleet, but I do remember being sent on a scavenging foray on foot to locate a piece of equipment needed for one of our ships .I found and "borrowed" the unit from a RAAF base down near Adelaide River. I didn't walk far - plenty of lifts.

After about twelve months I was drafted to FND for a LORAN course. I travelled to Brisbane by US air transport and was introduced to toona fish sandwiches and peanut butter and jelly[jam] sandwiches.

## Loran

Loran (long range aid to navigation) was a nice piece of equipment newly introduced to Australia and we were assembled to learn how it worked and maintain the equipment on ships. The course was over about two weeks, as I remember. The unit was pretty simple to understand and very easy to work on. I did well on the course and was drafted to stay and instruct Navigation Officers on the operation of the units. I had strict instructions to keep adjusting screwdrivers well out of their hands!!!

This little exercise was most helpful in my being elevated to the dizzy heights of PORM! ! ! I would not have made it otherwise ,I'm sure.

I enjoyed my little stay at FND. I was able to entertain young English Nav. Officers in the PO's mess on threepenny nights. The poor blokes had a miserable time in the wardroom

and they couldn't afford a beer at all. I ran one or two courses and was then drafted to Rushcutter to service Loran equipment on the ships coming into harbour.

## HMAS Rushcutter

I was stationed on Garden Island for what was to be the rest of the war. We or I, was situated in the signal station at the top of the island with some very old CPO Signals (Chief Yeoman of Signals I think is his correct title) and an old leading tel. My duties were to visit the ships in harbour and adjust their Loran units which the Nav Officers had put out of whack! Very pleasant it was too.! I "lived out" for a while with a fellow RM, Peter Price, at his home in Greenwich. We caught a ferry every morning and evening. What a job!!! Old Bertie Eagles the Yeoman gave us a radiogram. We picked it up from his luxury apartments at Darling Point. It was a lovely thing cedar cabinet with a phonograph on top. It didn't work! Peter and I dissembled it on the lounge room floor and after several brandies, put it back together and it worked beautifully. Peter's Dad (of very little faith) was absolutely stunned and so came to realise what an asset we were to the war effort!!

After a while I was required to "live in " at Potts Point and I found myself as duty PO for a bunch of new recruits and was required to march them to and from the island and to supervise their activities after hours.

## Discharge

The enemy tossed in the towel and the Navy reluctantly let me go in January 47 I think.

While in Darwin I studied Xray work for something to do. On discharge I was employed by Watson Victor selling xray and electromedical equipment while dabbling in hospital work as an xray technician. I returned to Adelaide and secured a job with Defence Standards Laboratories as an industrial radiographer. After some years I landed a job with the Australian Atomic Energy Commission and stayed there for twenty or so years.

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## Peter Glover

RAN (HO) 27002 PETTY OFFICER RADAR  
MECHANIC PETER GLOVER'S  
RECOLLECTIONS OF THE SERVICE. (Mainly  
from memory)

During school days in 1942 it was always a question of which Service to join. I had passed the entrance exam to Royal Australian College at Jervis Bay in 1938 but was disqualified after I suffered a broken leg and could not make the physical exam as fit. New Guinea mud ruled the army out and doubt as to qualifying as a Pilot all pointed to Navy. School finished December 1942 then weighing wheat for Co-operative Bulk Handling at Corrigin WA until January 1943. Thence by rail trolley to Spencer's Brook and train to Northam. My maternal Grandmother's house there was base as both parents were in the Army and we had no house of our own.

Northam to Perth by train to volunteer and have medical for RAN Service. Back to Northam by train to await call up.

25<sup>th</sup> February 1943 as not 18 years old until April sworn in at HMAS Leeuwin as Ordinary Seaman 2<sup>nd</sup> Class rank. Issued with hammock, bedding but no uniform. Warned by duty Petty Officer to be careful if any three badge able seaman plied me with favours? Two days later boarded troop train bound for HMAS Cerberus

The steam train to Melbourne usually took 7 days. Navy lower deck personal usually travelled eight in a four berth compartment. The Army and RAAF travelled in cattle trucks with straw palliasses! Floods on Nullarbor Plain caused a delay at Army transit camp at Parkston Rail Junction of Western Australian narrow and Commonwealth standard gauge tracks. Lived in army style in tents surrounded by mud. Meals during train journey were served at water stops, cooked in mobile army kitchens carried on flat top wagons. Prepared food was transferred to ground and served into tin plate which together with knife, fork spoon and dixie had been issued to everyone before boarding train. Sleeping arrangement were draw for bunks,

luggage racks, floor and corridor last. Changed trains to South Australian broad gauge at Port Pirie.

Navy were not controlled by army so were able to taxi to Brown's Hotel for a shower, steak and eggs then back to train which usually was at least an hour transferring goods. Adelaide in time to catch "Overland Express" overnight to Melbourne to arrive at Spencer's Street Station next morning, hand in mess gear and onto Flinders' Street to catch train to Crib Point arriving by mid afternoon. At last we were there, issued with rest of kit which was mustered after marking with own name stamp, shown to our mess and met our Class Petty Officer. Initial Training in RANR started next morning with early morning PT. Senior Schoolmaster Lieutenant "Beau" Guest checked each one of us out for educational standard. No University Degrees. I was only one having passed Leaving Standard and most others had not passed Junior Standard.

As an Ordinary Seaman 2<sup>nd</sup> Class I was not allowed ashore for first leave because the required letter from my guarantor in Melbourne had not been received in time. (The letter did arrive in time for second leave.) However I did get to see Melbourne when all the rest went on first leave as class was included in a train load of Navy sent to march lunch time Friday down Collins Street with Army, RAAF and US Marines for the War Loan Rally. Everyone was out of step until the US Marine Band struck up "Hi there Mister You had better watch your Sister the Fleets in Town". Afterwards back to HMAS Cerberus with those on the duty watch.

During the three-week parade ground drill Lieutenant Guest interviewed me. As a result I was transferred to HMAS Lonsdale Port Melbourne on 19th April 1943 for entry into Class 21 of Radar Mechanics' Course at Melbourne Technical College after being raised to Ordinary Seaman on 10th April 1943.

During week's wait for school to commence one of several sent on temporary draft to HMAS Quiberon alongside wharf near Maribyrnong to sort fire damaged gear in Petty Officers' Mess. All crew were on leave having just returned from duty in Middle East. Ship was on auxiliary power dark and dirty and we had to find our own (rations) which was a new experience. I had to sleep aboard as not enough cash to go ashore until payday.

Back to muster at HMAS Lonsdale as one of Class 21. To Melbourne Technical College at top of Swanson Street near city Baths in an open truck. Issued with school needs and met Mr Hehir Radio Theory Teacher and Joe "Solder" Teacher of practical soldering (after we had first made our own small soldering iron filed from square section copper bar fitted with mild steel rod to connect to it handle provided.) as well as other "hands on" practical work and the teller of "dirty" jokes.

Our main Lecturer Room was in partly constructed "Campbell's Buildings". Concrete floors, no windows fitted and not connected to electricity. Classroom furniture only consisted of tables and chairs plus blackboard. It was cold so we all soon had found a block of wood for under our feet plus a drum for a fire fuelled by wood from around the building.

Normal Naval day routine started at HMAS Lonsdale. To school in truck after 0800 muster for 0900 start. Lunchtime 1200 to 1300. One shilling a day lunch money extra pay added to Ordinary Seaman's five or was it three shillings a day to cover this expense. Lunch usually required a tram to Collins Street and depending upon cash in hand a pie or sandwich with cup of tea for a shilling but if required to pay one penny tram fare each way exceeded daily allowance so at end of pay period resorted to mince on toast at Scots Church Canteen for six pence. We usually managed to dodge conductor when tram was crowded.

School for the afternoon was from 1300 to 1545, then to HMAS Lonsdale for afternoon tea before a Physical Training Session in the gymnasium. The technique of climbing up a rope had to be mastered. This has since proved very useful.

Going to HMAS Lonsdale in open truck cat calls were the order of the day - "ginger" for Red Heads. Also one particular chap who was always standing outside a workshop being bald was "curly".

Evening meal at 1800 was stew followed by tinned fruit with custard. The stew many nights consisted of rabbits cut in three plus potato, onion and cabbage dished up as

"head"- "guts" - "bum" depending on your luck of the serve.

Homework occupied 1900 to 2100 before lights out at 2200. Those who wished, could after 2100, go ashore to sleep and with leave approval report next morning at school. Melbourne natives went home non natives to Navy House I stayed aboard.

The school week was Monday to Friday with Saturday and Sunday leave. Jack Doherty was a character in the class who told shaggy dog stories. He once caused a stir on a Collins Street train by donning his gas mask causing several people to scream. He did not pass his exams.

Weekend activities revolved about Navy House Hospitality Invitations, a Saturday night dance in a hall on Collins Street and Sunday afternoon at The Power House dance at Albert Park Lake where the US Marine Big Band played. It was open to all Services and was free admission. Dancing partners came from the local areas. I once joined a group accepting the invitation for four sailors to be picked up by car to play billiards at a home in Toorak. Drinks in the billiard room during several games of billiards with the man of the house. As it was the maid's night off the Lady of the house prepared and served a great spread for supper. After supper we were driven back to Navy House.

After the final exams a farewell dinner was held on 15th September 1943 at Butleigh Wooton Kew. (Editor's note: See copy of menu and attendees names elsewhere in this book).

There were definitely two US Marines H.J. Grabowski and B.E. Sandlin and possibly a third H.E. Fullerton in the class. (Ian Shackelton may be able to confirm). They were learning radio maintenance as were destined to join the Coast Watch operating under cover in the then held Japanese territory of New Guinea and Philippines. All three may have been killed in service.

All the Navy men who passed exams held after six months at Melbourne Technical College went to HMAS Cerberus as Seaman (Round



Rig was still our dress of the day) for further training before becoming, Radar (sic) Mechanic(W).

At HMAS Cerberus 24th October 1943 until 17th November 1943 for general Naval Routine Training, Gunnery (Commander Otto Beecher), Signals etc as Ordinary Seaman. 18<sup>th</sup> November 1943 signed on as Radio Mechanic (W) for "2 years or the duration and six months thereafter" in RAN (HO) < Service records to this date are RANR but no F service number shown only RAN 27002 > 19th November promoted to Leading Radio Mechanic (W) and issued with "pusser's" square rig and moved to Petty Officer's Mess. Assigned some Duty PO duties such as early morning shakes (even if some three badge PO could ring more sea water out of his socks than we had ever seen) learnt the need for lemonade next morning after a session on "Murphy's White Flash". Instruction continued.

On 16<sup>th</sup> December drafted to HMAS Rushcutter Sydney. Class was required to live out while attending HMA Radio School South Head later HMAS Watson. Eight of us secured one room at the Service Hostel 44 Macleay Street Kings Cross. All gear kept under your bed and a few inches between beds requiring tolerance when moving about. A tram ride to South Head Terminus then a walk to HMA Radio School. Again the school day 0900 to 1545 thence leave to find an evening meal. Lunch was usually at Watson Bay Tea rooms/baths and if weather suitable a swim before returning to our lessons.

After some time at Macleay Street Ray Findlay and self found accommodation at a house in North Bondi-dinner bed and breakfast sharing a room. This address allowed us to swim at Bondi before dinner at 6PM. On Monday mornings we played poker using tram ticket numbers to see who paid fares for rest of week.

At weekends everyone went their own way. For my part I usually stayed in Neutral Bay with McLeod-Boltons. Ken was a WW1 Veteran and President of North Sydney RSL where we went most Saturday nights to the dance and afterwards to the Neutral Bay Club with the two

Williams girls to party around their piano. Their father Hilton was Club Manager.

Several Saturday lunches at Arron's Hotel in company with an Army chap Bert Jewell who had lost a leg in Middle East and the Williams girls. Bert had an "in" with head waiter so always had a good table and a bottle or two of Reche's Pilsner.(then very scarce) Sunday at Bolton's then back to North Bondi by ferry and train.

18<sup>th</sup> March 1944 passed exams to be granted Non-Substantive Rate of Leading Radio Mechanic (W) in set types A286P9 (10cm wave length Surface Warning Set manufactured by AWA in Sydney Australia) and A272 (Air Warning designed to have a range of some 70 miles) both fitted in Australian made Corvettes.

At graduation muster at HMA Radio School Lieutenant Gloury addressed all the class and asked each of us whether we would prefer to go to sea or to a shore establishment depending on our marks. I was a little hesitant about answering but chose sea. (To learn much later I nearly finished on shore) Next was a draft to Draft Pool at HMAS Rushcutter to await arrival of HMAS Fremantle on 28<sup>th</sup> March 1944. During wait worked in research laboratory under Sub Lieutenant Medley (Batchelor of Science/Physics if I remember correctly) who was working on improvements to the 10 cm wavelength "Magnetron" Valve as fitted to the A286 set.

Sent to Sick Bay to request "Two in one arm, One in the other" being the required inoculations before joining HMAS Fremantle which had berthed at Garden Island en-route from Darwin to Melbourne for a refit.

So to sea suffering effects of inoculations to find Radar sets not operating up to standard nor held in high regard as no Mechanic had previously been in crew. RAN Leading Telephonist not trained in Radar and not interested. He warned me to keep out of his WiT Room which I did. Not yet aged nineteen found me in Petty Officers' Mess as a Leading hand with all the other members over thirty

years of age. Spike the "Buffer" had already served for over 20 years as had "Dutchy" Holland the Chief Stoker Petty Officer. "Dutchy" had done his 20 year time after which he had run a pub at Dimboola in the Snowy Mountains area and was Canteen Manager. Lou the able Seaman mess man delighted in putting a tin of Crusader Milk on his head and pretending to be the 286 radar set whenever I came into the mess. I missed a few meals on the way to Melbourne.

Leave from Melbourne so back across the desert to Perth and back.

After returning from leave managed with the help of a shore based mechanic to fix sets so as to operate more efficiently after replacing the 286 "Magnetron", drying and sealing the 272 coaxial cable and the like. The six radar operators had joined the ship in Darwin from Operator Training School. As sets had not worked efficiently did not have a good standing with rest of crew. "Ping" was battling to cope with Asdic and the skipper Lieutenant Commander Norm Bolton yet to be convinced of Radar's reliability.

Refit completed so back to sea headed for the Darwin to Thursday Island Convoy Run at second degree of readiness with night and day air cover. Called at Cairns for fuel. No drinking glasses in pubs so drank out of a bean tin if you did not have a "Lady Blamey" (a cut off beer bottle). Pubs only open between 1600 and 1800. Canteen Fund financed purchase of several dozen glasses for mess deck plus records for radio. However the record purchase was six copies of "Paper Doll" which the purchaser played when ever he could until they were all broken quite some time later.

The run between Darwin and Thursday Island as escort, at second degree of readiness, for mainly tankers supplying oil to US Pacific Fleet, Army and Air Force continued for several months of 1944.

At Thursday Island our Petty Officers' mess was able to have the ration of "3 bottles of spirits per man per month" drawn by the Australian Army Water Transport Sergeants'

Mess where we all spent many enjoyable evenings. As we were able as a seagoing vessel to draw fresh fruit and vegetables in Darwin some of these were always reserved for the Water Transport Mess who were on "hard tack".

One army man who always over imbibed would declare "time flies said the monkey as he threw the alarm clock out the window" as he threw an old alarm clock out the window when it was time for us to leave. The clock was always returned inside.

RAAF pranks when changing from daylight patrol to night patrol once resulted in one unfortunate pilot when "attacking" the other plane, which went into a dive, being unable to pull out of his because he was under the other plane's dive path just disappeared below only leaving an oil slick on the sea a few hundred yards from our ship.

In Darwin a regular job was to work on the 272 coaxial cable at the top of the mast so as to drive out the moisture until the resistance reading was near "infinity" and reseal the cable with "tar". On one occasion a RAAF Spitfire "buzzed" me and so it was "hang on tight" to avoid being sucked off by the slip stream and relying on the safety belt to prevent falling. The skipper put a stop to that practice.

Towards the end of 1944 the regular "second degree of readiness" convoys to Thursday Island were replaced by escort duties and no air cover. They were sometimes replaced by navigation duties using ASDIC and accumulated knowledge on courses to escort mainly tankers from outside Darwin through the Clarence and Dundas Straights (sic) and vice versa as up to date charts for these straits were not generally available. The wait for the next return ship enabled us to anchor in a bay in Arnham Land (Port Essington??) and to go ashore. Fishing from the motor boat using hand grenades once resulted in a turtle being landed. Using Crusader milk from whaler's emergency supplies (needed replacing every so often) Harry Bow the ex peacetime Kanimbla cook made a great Turtle Soup for all the crew. The shooting party once brought back a buffalo

which until we caught about a half ton of mackerel East of Bibby Lighthouse near Thursday Island was better than bully beef. The buffalo had to be thrown over the side as fridge would not hold both buffalo and fish.

Sharks in Thursday Island harbour were always around. "Dutchy" was the fisherman. Using a cod line with a 44 gallon drum at the end from which a hook and bait was suspended once a 14 foot shark was hooked. It took over four hours to bring it aboard by means of a depth charge davit.

A tow job taking a barge for BHP from Darwin to drop it at Koolon Island in Yampi Sound and then to Onslow before returning to Darwin using the inside course along the Kimberley coast in late 1944 provided a change.

The barge was delivered right to a BHP mooring point attached to the cliff at the water level of Koolon Island. No road access to the island had by then been made as Iron ore mining had not commenced. However we were able to see where it was said a Japanese ship had been alongside and mined iron ore directly into its hold. On the voyage from Derby to Onslow one afternoon a big school of dolphins came alongside the ship. Some just "leaned" on the ship's side at bow waterline so as to be pushed along, others surfed in the bow wave and others raced ahead. At intervals they changed their position with others. These fifty or so Dolphins made a great show.

Before Onslow was reached we had to weather a cyclone by steaming into the sea at a speed to prevent waves breaking over the ship. The height of the waves both fore and aft when ship in a trough were above the bridge. It was quite an experience.

At Onslow to fuel alongside allowed a visit to the pub reached by jetty train. Pub's stock of spirits was good. Skipper gave UK to accept spirits aboard to take down South (beer and spirits there were both scarce.) provided they were "Bonded" until we eventually reached Brisbane for the refit and leave. This was done and no one erred.

Onslow was also a fuelling station for USN Submarines coming or going to Fremantle or Albany from a tour of duty around "East Indies" now Indonesia or the North Indian Ocean. A drama occurred when a few crew of Submarine had landed a four dozen case of "Crystal Bitter" beer (brewed in Geraldton and sold at pub) on submarine's deck and endeavouring to get it below. At this moment Submarine's Skipper appeared and with out ceremony pushed case of beer overboard! The locals immediately started a salvage operation before our duty watch could be mustered.

Returning to Darwin on ASDIC patrol from Onslow needed to fuel at Derby. Because of tide speed into King Sound full steam at sixteen knots plus tide resulted in a ship speed of some twenty six knots. At Derby tied up alongside the merchantman we were to escort to Darwin.

Train ride from wharf to stop nearest "Spinifex Hotel" only to find "beer is off" as someone had broken a window. No worry, barman armed with hammer calmly removed three boards from a beer case nailed them across window as a perfect fit and "beer on". Derby was then a frontier town.

Stoker Durkin did not show for his first watch out of Derby. It turned out he was drunk and causing a disturbance when crossing merchantman's deck to board so someone put him under an upside down one hundred gallon galvanised iron tank from whence he appeared about thirty six hours later. Signal said "We have your Stoker Durkin" reply "Put him to work until he is able return to his ship in Darwin".

The weather from Derby was overcast all the way so no navigational sun or star shots able to be taken. Merchant Skipper was in charge and our skipper after five days was very worried as to accuracy of our position. In daylight 272 Radar reported land quite a distance straight ahead! As sets had not worked efficiently did not have a good standing with rest of crew. "Ping" was battling to cope with Asdic and the skipper Lieutenant Commander Norm Bolton yet to be convinced of Radar's reliability. The 286 Radar was started and sure enough the

outline of Point Blaze came up not far away. Needless to say our Skipper took command corrected course and we reached Darwin safely. Radar earned a "brownie point".

A trip to Port Essington with an Australian Army Brigadier and his batman provided a variation. The aim was to find the remains of the abandoned town of Victoria which had been established in eighteen hundreds. On the high tide the motor boat and whaler under sail and then oars took the party (including me) right up the tidal creek while the ship anchored in deep water to await for the low tide. Everyone very amused when after wading ashore the Brigadier sat on a log and proceeded assisted by his ever attentive batman to remove his wading shoes, dry and powder his feet, before putting on his marching boots. Before the Brigadier was back on his feet one of our party had located the remains of the buildings and graves. After many photos and more searching and sketching of site Brigadier gave the order to "return to ship". It was easier said than done. A few yards from shore the motor boat stopped. The engine had seized due to the water intake sucking in seaweed as the boat had bottomed on the tidal mud. The Brigadier transferred to the whaler which was pushed into deep water and sailed back to ship. I stayed with motor boat to await high tide to clear seaweed and hopefully get engine to start. Arriving back at the ship at 2am clad only in shorts and shirt and freezing cold the three of us were greeted at the gangway by the Duty Officer and Engineer Officer Williams who then dispensed a "tot" of Wardroom Rum all round. Xmas day 1944 started at sea bound for Darwin after a navigational run East through the Clarence and Dundas Straits. Soon after dawn the ship hove to. As I was not watch keeping I was in shore party to land and to bring back a large branch of a tree. This was fine except to be attacked by a mass of sand flies caused some distress lasting until some time later. Later on Xmas 1944 morning with the branch secured to our mast we steamed into Darwin in grand style.

The aboard Xmas day church service was conducted by the visiting Padre who brought his collapsible organ. This was played by one of our crew and helped the hymn singing. A

great Xmas Dinner followed with the Officers waiting on tables set

up on after deck. Beer rations had been saved and were dispensed from fridge accordingly. One of the crew commandeered the organ and made it "jump" with all the popular tunes until well into the evening. A very happy day was had by all.

An escort of a ship with a cargo of equipment to build the RAAF Airstrip on Melville Island to and from Darwin resulted in five days anchored off Snake Bay Mission before the return voyage. The Mission supplied the ship with bags of oysters, braces of wild duck and fish. One evening the crew were invited ashore to attend a Corroboree. On another day we played their team Australian Rules football. Also some were taken shooting. The mission had formed a RAN Reserve Group of Locals. RAN had supplied uniforms, rifles and radio contact with Darwin so this group could be a Coast Watch Team for early warning of approaching Japanese Aircraft headed for Darwin. The Corroboree was about air raids on Darwin. The first act by four actors acted out the scene where two were lying down reading books and not paying any attention which enabled the other two each with arms out like an aeroplane to attack drop their bombs and leave before the other two could retaliate. The second act was just the reverse. The two who had been lying down were now keeping a lookout saw the approaching aeroplanes so these two took off as aeroplanes in time to engage the attackers in a dog fight and send them on their way.

An emergency occurred when one of our crew in the shooting party accidentally discharged his 303 rifle into his groin. One of the accompanying RAN Mission men then ran some miles to report the accident. As urgent medical help was required ships' radio silence was authorised to be broken so a coded signal could be sent. The Leading Telegraphist was unable to obtain a response from the ship's transmitter. Hearing of this I offered to help which was accepted. Together we found a foreign object had fallen onto the radio wave output line and was shorting out the radio signals. Once this was removed the transmitter



was on the air and a doctor and aircraft requested from Darwin. The crew member survived but I believe suffered a limp for life.

About the fourth day of our stay some of us visited the airstrip construction site which was a little way from the Mission in virgin timbered country. The timber by then had been cleared and the runway in process of being formed and graded. All the equipment in use had been that unloaded from the escorted ship and supplies were still being unloaded. Many men women and children from the Mission were all happily in line across the strip picking up roots and sticks as part of the construction process.

On the Sunday the ship gave an afternoon tea party for the Mission Folk. As they boarded each received either a bar of chocolate or a tin of Log Cabin Tobacco. Big pots of tea, a bag of sugar and several oven trays of cake followed the conducted tour of the ship. The joy and amazement of these simple people was heart warming. A complete mystery as to where the other person was actually located was created by the voice pipe conversation between the bridge and engine room.

At the suggestion of the Rev Gribble, who was in charge of the mission, a star shell was fired from the four inch gun. First there was a trial run with explanation during which there was much laughing and talk by the onlookers. The gun was then fired and deadly silence fell after the bang. After about half a minute one of the women pinched another on the arm. She shouted something and then bedlam broke out. It appears they all thought they were dead after the gun was fired. A happy day was had by all.

On one return voyage from Thursday Island to Darwin everything that could go wrong with radar equipment went wrong. The 276 aerial stopped rotating so up the mast, the 286 Magnetron needed changing, resistors burnt out and operators complained they had lost echoes of ship being escorted. I did not see my hammock for five days. As when I had a few minutes respite "crashed" on chartroom cushions which were opposite the radar cabin. The final straw was when ship closed up to enter Darwin harbour the reading lamp in the

radar cabin blew! Needless to say I slept for the first day in Darwin.

At sea, when weather was calm as it could be for several days, Crib competitions were often run over several days. These were played in the afternoon on deck with teams from every mess and the Wardroom. Another time it was very rough all the way and I was seasick to the extent that I eventually vomited green bile over the side between fixing a fault. This was the time I also lost my Onoto Fountain Pen (very special then) out of my top shirt pocket. One other crew member just collapsed onto the waste (sic) deck and lay there for the voyage. If anyone offered to help he tried to throw a punch. He was a gunnery rating which at that time was in short supply! Eventually the Skipper was able to convince the Naval Board he suffered chronic seasickness and to draft him ashore for good.

One of the "pink advices" from the Admiralty ordered a change in the IFF code (identification friend or foe). This advised code was different to the code of the US Seventh Fleet to which we were attached. Just as well the British Fleet did not turn up until this mistake corrected, needless to say our code was not changed. A dental appointment with the Commander Dental Surgeon in Darwin to ascertain the cause of an intermittent tooth ache resulted in the necessity to have a wisdom tooth removed. This was done by a Sub Lieutenant Dental Surgeon just out of Sydney Dental School. He used a carpenter's chisel and mallet to remove the bone impaction around my tooth. The mallet blow was bone rattling!

Films in Darwin were available ashore and on other ships. One particular night watching a film sitting on a hatch of a Liberty ship the tropical rain was so heavy we were unable to clearly see the screen. A rain cape and cap half kept one dry. It was an enjoyable film.

After Xmas 1944 we proceeded South for the annual refit in Evans Deakin Dockyard Brisbane. To Perth by train required three all night sitting up before the Nullarbor trip arriving after four changes of rail gauge for two weeks leave and then train return to Brisbane.

Our new station was Biak North of the Equator. At the crossing of the Equator King Neptune and his Bears came aboard to initiate any of the crew new to his Northern domain. The voyage from Brisbane included calls at Port Moresby, Rabaul, Manus (chesterfield cigarettes, tinned fruit juice and USN Jeans), Finschafen Wewak (to drop off an Army barge towed from one of the previous ports. The army were still engaging the Japanese and from the sea we could see the front line half way up the mountain which came down to the beach. The army had previously landed on this beach) before reaching Biak and anchoring in the deep water lagoon.

The greeting signal was "When are you painting your ship the correct colour?" as by this time it was showing the time spent at sea. The dockyard paint colour had not been updated probably because of security as to where the ship was bound.

The US Air Force Base on Biak was a hive of activity. A plane was either landing or taking off about every minute twenty four hours of the day. Also here was a plane graveyard which we frequented to salvage the window Perspex (some made broaches (sic) from it). I also salvaged electrical cable, aluminium tube and reading lights. Boiler cleans in the isolated Meios Woendi lagoon. We could see the anchor at the end of twenty fathoms of chain sitting on pure white sand. This was a picture post card tropical island with a clean white sand shore lined with palms. There was a small native settlement. The natives visited using outrigger canoes trading coconuts and "cats' eyes". Everyone morning one trader would come to the Petty Officers' mess porthole with his cry of "cat eye dollar". A pest so one unkind crew member gave him a squirt with the fire hose. The pest got the message.

One day at Biak when I returned to the landing having been ashore to a USAF Store to obtain a valve for the mess deck radio I saw my ship steaming out of the lagoon!

The coxswain of the motor boat from the HMAS Junee informed me it was a submarine alarm raised by the RAAF, all ships to sea and I

was to board Junee. Aboard Junee I was a supernumery and the Radar Mechanic, whose name I am unable to recall, found me a blanket and stretcher so I was able to sleep on deck out of harms way. The crew were at action stations. In the night I was awoken by the noise of the main forward gun firing a star shell! The whole area was lit up to expose from the pitch black night several ships including the HMAS Kanimbla filled with troops. It was said the Junee skipper was "Trigger Happy" and previously worked in a pickle factory. At dawn "the submarine" was located on the horizon and on closer inspection it was seen to be a very large log with a branch pointing upwards so as to give the appearance of a submarine. On return to anchor in Biak I was able to rejoin my ship and install the valve in the mess deck radio.

Just before the land assault on Tarakan in Borneo we operated from Morotai. As Boom Defence Vessel on the day the assault armada which had formed in Morotai Harbour departed each of the ships, landing barges and other assorted craft all filled to capacity with men and armaments passed within a few yards. It was evening before the last one passed.

In July 1944 I was drafted to HMAS Leeuwin and my relief arrived soon after. On 27th July 1944 at Biak I disembarked from HMAS Fremantle armed with a Priority Three Travel Warrant reported to the RAAF Transport Officer at the air strip. I was soon aboard a DC4 seated on a bench which backed onto the aircraft side fuselage as were the other service personnel from all services. A soldier lay in the aisle on a stretcher in underpants as he had a tropical skin rash from head to toe and was being bathed with a solution all the time. The pilot had been in the same class as me at Northam High School. The flight over Dutch New Guinea to the overnight stop at Merauke enabled one to see down into the deep valleys that formed part of the Owen Stanley Range, where isolated villages existed. At this time very few visitors would have been to these inaccessible locations. Next day a daylight take-off to fuel at Higgins Field Cape York. Next overnight stop reached by dusk was Townsville. Here learned that I was on the next

day flight to Brisbane but then it was overnight train to Sydney where if I arranged it with Railway Transport Officer on arrival I should report to Mascot Airport to fly to Adelaide. This I did and I was then able to spend the night with friends at Manly as one of them offered to drive me to Mascot to arrive there by 6am. I was given a seat as before in a DC4 and the flight was direct to Adelaide. NSW had received some very heavy rain so once over the Blue Mountains one could see water for miles. After landing at the RAAF Parafield airstrip assigned a bed in Sergeant's Mess. The mess had a great number of RAF men who were making the most of it so a party was the order of the evening. As it was near the end of the month the drink of the night was Advocaat & Cherry Brandy as stocks of other drinks were finished until the next month. At 0600 next morning I joined the queue for Perth in the RAAF hanger. A young RAAF Airman who only had five days of leave was in front of me but his travel priority was such that he really did not qualify for a seat. I explained I was on draft and another day would not make any difference so RAAF Transport Officer gave him the last seat.

It was a repeat party performance that night. The following morning I was allotted a seat and took off for Perth with a stop for fuel at Forrest. Arriving in Perth without any white shirts, as they were in my kit bag which was coming by train from Sydney, I wore a sleeveless pullover back to front under my square rig. Also I was told I had to "live out" which presented a problem as both my parents were in the Army away from Perth and they no longer had a house anywhere. I contacted an Aunt of mine who was in Perth who then arranged for a friend of hers to offerer (sic) me a bed. Their flat was in "Fairway" Nedlands on Stirling Highway so convenient transport to the Naval Store in Shuffrey Street Fremantle where I was stationed.

The Royal Navy was mustering a fleet from ships on the Atlantic Station to send to the Pacific. Shuffrey Street was full of new Tropic Proofed RN Radar sets. The Atlantic ships' radar sets were not tropic proofed so the plan was to exchange them at Fremantle for tropic

proofed ones in Shuffrey Street before arriving on the Pacific Station.

I joined the team consisting of several other Radar Mechanics, an Able Seaman come storeman, a WRAN Clerk all under Lieutenant Burnell. Our job was to set up each set and ensure it ran free of faults for a period and then it was repacked. During the run time most of us made foreigners. In my case I designed and made a broadcast band radio housed in a polished cabinet made from "masonite". Lieutenant Burnell whose family owned a radio shop in Queen Street Perth was a good source of parts. In return we helped to paint his car. He also would take us at lunch time to Port Beach for a swim whilst the sets were running to test their endurance.

The Atomic bombs were dropped after which VP day came, the RN did not come, so we were out of a job well so we thought. However it was "ships in reserve" next stop.

Again I joined a team consisting of a Supply PO, myself as Radar Mechanic, a Leading Torpedo man, an ERA plus several seamen all with a Corvette Skipper in command. The ships were tied up alongside the one jetty at Garden Island which had been used as a RN Submarine Base during the war and now HMAS Stirling. The ships were on auxiliary power so generally were "dead", cold and dark. Our task was to run equipment according to a schedule so as to maintain all in operational order. The boilers were also being cleaned. We were 48 hours on 48 hours off. We commuted sometime to Rockingham in a small motor boat but on days when skipper came aboard by motor launch from Fremantle we returned to Robb's Jetty in the motor launch. In both cases a bus to Fremantle and or Perth was the order of the day.

Once on arriving at Rockingham we were advised by the locals that a "German" was hiding in the sand hills. We investigated and located the man who was a German officer. He had escaped from a POW camp nearby but he did not know the Pacific War was over. He gave himself up and was handed over to police. As I had gained entrance to University of WA at the 1942 Leaving Examinations and war had ended

I decided to write to the Drafting Officer at South Head (HMAS Watson) requesting a replacement and discharge. The reply was a draft to the Radar Pool at HMAS Watson 15th March 1946. Someone from the drafting office became my replacement! He was a native of Fremantle.

After another train trip across the Nullarbor back at HMAS Watson. Whilst in the pool awaiting a draft we were kept occupied and lived in but able to go ashore when not rostered for duty watch. At this time the game "Puff Ball" was all the rage. It was played by two teams like football on the ping pong table with a ping pong ball being blown by mouth during play. (the rules after time escape me but 'off the table' was a lost point). Watson had become much more "Pusser" than when I was first there.

I was drafted to HMAS Arunta and joined on 16<sup>th</sup> April 1946. This ship a Tribal Class Destroyer had just arrived back from a tour of duty in Japan and its war service with the US Seventh Fleet. It was at Garden Island Dockyard in refit. All the old crew had been drafted off the ship to other ships or demobilised. For me it was back to Perth by train for leave. Upon rejoining the ship I was part of a new ships company under the Command of Commander Gatacre. Included were many Ordinary Seamen just out of Flinders Naval Training. These men had joined after war ended for six years and included some of the Radar Operators. The Petty Officers were mostly RAN who had not yet finished their time or had signed on for another period. The previous Radar Mechanic had been "Nobby" Clarke whom I did not know or meet.

The Arunta was fitted with three Radar Sets. US Type S.C.4 (air warning which was not held in high regard); US Type SG (Serial no 5 surface warning with PPI indicator on bridge); RN 285 (gunnery control which had never been used to control the firing of the 4.7 inch armament which it could have done because the gunnery plot room was the preferred control centre. The Plot Room did use information from the 285). The L.O.R.A.N. Radio Navigation System was also installed. It calculated by receiving radio signals from

shore based radio transmitters a position at any time provided at least two transmitter signals were being received. Stations were located in the Pacific Ocean Area. This was only accurate to within a mile or so and not generally used except to sometimes check the ship's position calculated from dead reckoning when sun or star shots were not available because of cloud cover.

We had a shakedown cruise to Hervey Bay Queensland where night orders the day we arrived said "sea boots and lanyards" were the dress of the day for those going ashore to "shoot crocodiles" the next day. Many of the new ODs could clearly see them on the shore! Only two ODs mustered at 0600 to go ashore the next morning. One OD complained of pains in the stomach. It transpired he was hungry- as had not eaten for several days as thought he would be sea sick. It turned out he was a "good sailor".

Returned to Sydney where training trips to sea occurred to bring the new crew up to standard. ASDIC once had a submarine to find. Gunnery and Radar a towed target (do not hit towing vessel). Torpedo and depth charge drill with both fired. Torpedo was recovered, depth charges out of time so detonated.

During this time I found the SC4 was not performing up to expectations. A detail reading of the Instruction Manual followed by a climb up to the Aerial revealed there was a colour code mismatch between the Aerial and main set below. I duly reported my findings. Sometime later it was organised that I should inspect, at the Naval Store in Sydney, the last of the three SC4 sets received during the war for fitting to Tribal Class Destroyers. The inspection revealed that the set then in store soon to be fitted to HMAS Bataan was also a mismatch, the Aerial to match Arunta's colour coded main set serial number was still in a packing case allocated to the remaining set whose serial number had been allocated to Bataan the construction of which was at this time nearly completed. A change of Arunta's aerials then took place at Garden Island Dockyard. Warramunga it was found did have a correctly matched set and explained why

during the war it was more efficient at picking up aircraft than Arunta.

Hopeful of studying at University of WA upon demobilisation I enrolled for a correspondence

COPY

SUBJECT: U.S. RADAR TYPE S.C.4 NO. 2098/597/54

FROM The Commodore Commanding H.M.A. Squadron C/G.P.O. (At SYDNEY).

TO The Secretary, Naval Board. (Copies to Commanding Officer H.M.A.S. "ARUNTA" Supply Officer, H.M.A.S. "KUTTABUL".)

DATE 17th October, 1946.

Be pleased to inform the Naval Board that the sum of £2 sterling has been allocated from the Herbert Lott Trust Efficiency Fund to Petty Officer Radio Mechanic P. Glover, Official Number 27002, of H.M.A.S. Arunta.

2. Considerable trouble had been experienced in "Arunta" with the U.5. Radar Type S.C.4 fitted, but neither Dockyard nor U.S. Naval Technicians had been able to ascertain the cause of the trouble or effect any marked improvement in the performance of this set

3. Petty Officer Glover, who joined "ARUNTA" on 16th April, 1946, although he had had no previous experience of or instruction in this type pf set, after much hard work in learning the equipment, succeeded in locating and remedying the cause of its inefficiency.

4. It is requested that Finance Authority for this payment may be communicated.

(SGD. ) JOHN COLLINS

COMMODORE



course in Calculus with the University arranged by Lieutenant Gloury at South Head. This course filled in evenings at sea but somewhat difficult because of time lag between questions and answers. No one on board was able to assist but the course was excellent.

A visit to Brisbane for the Brisbane Royal Show meant we were unable to read the "Joe Palooka" comic strip in the Daily Telegraph to find out if the bullet heading for Joe would hit him. It was then realised that our First Lieutenant's brother was none other than David McNicol who wrote a column in the paper. The war was over so a telegram was despatched asking for a report on what happened. David published it in his column and as a result three mail bags full of Telegraphs came aboard with the mail when we reached Brisbane sent by Telegraph Readers.

Another time we were escort for a RN Submarine travelling North East of the Barrier Reef. There was a swell all the way from South America. So for several days travelling at six knots parallel with the swell thirty five degree rolls were the order of the day. Everyone just wedged themselves in some where and waited. The submarine travelled just below the swell only surfacing to charge batteries and enquire how we were faring.

Fuelling at Manus, which was a shadow of it wartime self, we saw how quickly the jungle took over. One could not see or access any of the war time buildings that were not currently being used because the tropical jungle growth had taken over. The USN had left some time ago.

Commodore Collins was to represent Australia at the Philippine Independence Day Ceremony on July 4<sup>th</sup> 1946. He travelled from Sydney in the Captain's Day Cabin and exercised his authority. Everyone in Rig of The Day, blues at first (which had all been stowed below or left in Sydney) then tropical rig which we had ready for Manila, upper and lower deck rounds (these required "shifters" to remove "dhobie tins" and the like from one deck to the other as the inspection proceeded), as well as various drills. The Skipper was very displeased so took sick on inspection day! As the Commodore and his party was about to step onto the ladder outside the Skipper's Sea Cabin from the deck below the Skipper appeared in his silk dragon

monogrammed dressing gown, excused himself (having right of way on ship under his command) proceeded down the ladder to the heads while the Commodore waited!. I saw this pantomime first hand as the next stop was the Radar Equipment Cabin with a low bulkhead door where I was waiting. No acknowledgement from the Commodore when I alerted him to mind his head not even a remark about the cabin!

Manila Bay was full of US Navy ships and our anchorage was about a mile from the landing serviced by a USN Duty Boat. The Harbour was formed by a breakwater of sunken merchant ships. The Commodore disembarked and was not returning with us as was joining his Flag Ship (the name escapes me). Joe Power the Canteen Manager went ashore as Postman. He returned after several hours much the worse for wear complete with mail, many Parker 61 fountain pens and a recommendation for everyone to visit the "EIGHT BALL CLUB". Shore leave was up in the air as the order from shore was that our Shore Patrol to carry side arms. The Skipper would not agree. It was finally agreed after several exchanges of signals sheafed bayonets would be substituted.

I was made PO Shore Patrol on one day. The landing was about two to three miles from Downtown Manila "honky tonk" area where all the action was located including "EIGHT BALL CLUB". The brief was to count everyone back aboard and then return. Liberty Men had been warned not to drink anything unless they saw bottle opened and it was still sealed. The USN Shore Patrol had an office with a wired enclosure about 20x20 feet at the entrance to the "honky tonk" to which we reported. The enclosure was to contain the men who had drunk "firewater", were causing a disturbance and had been apprehended. Usually they passed out after they reached the Office. By dark the enclosure had many occupants stacked like railway sleepers. At about midnight a tropical downpour resulted in two feet of water in the streets. This caused havoc when it rushed through the enclosure. The men at the bottom having been there the longest came to first so struggled to get out from under so upset the "sleeper stack" A mass of moving arms and legs.

When any of our men finished up non compass (sic) we or their mates took them back in a truck to the boat landing to catch next duty boat back to the ship. By 0200 all had been accounted for even the group who had been taken up by taxi to the "Mountain Night Club" away from the main city area.

There was no shore leave on Independence Day as civil unrest was expected. We had been away some six weeks and as no stores available in Manila on voyage back to Sydney whilst we had cases of butter but no flour. At a stop for fuel a USN Submarine had the reverse position so a trade was done. It was not until the first bread was baked and served did we find, as the flour was full of weevils, if you removed these one had no bread left! One became accustomed to the taste and anyhow no other option but to eat this fare together with canned beans and the like. On reaching Sydney after the first meal everyone was "sick" especially those who had enjoyed a beer and eaten steak and eggs ashore.

During the time in Sydney a few drafts brought new faces into the mess. One was Ronnie Jones who had just come back from Japan on HMAS Baatan and joined a few days before HMAS Anunta sailed for Japan in December 1946.

A call at Port Moresby resulted in the private purchase by our mess of a ton of sugar from Burns Phillips for trading in Japan plus a case of rum to be bonded for our Xmas party. The trading of sugar was arranged after we had been in Japan a few weeks by one of our men meeting with the "Boss of the Black Market" in the mountains outside Kure. He was away for two days. The exchange took place late on a no moon night. A craft made from a large log, powered by a small diesel engine, came alongside then a bag of sugar was lowered in a bucket after which the bucket returned with the agreed 7,000 Yen in 100 Yen notes (the price of a top grade string of Mikimoto Cultured Pearls). The exact amount was in the bucket every time. The "Black Market" in Japan at that time was tolerated. The shops had sugar at two prices. One for purchase with ration tickets the other at the prevailing black market price.

Each first dog watch as we passed through the waters between New Guinea and the Philippines the Skipper would recount the details of the Naval Battles that had occurred in these waters. These battles are probably the last naval battles that will ever occur between two opposing battle fleets consisting of battleships, cruisers, destroyers with air cover and attack from carrier based planes. The Arunta had taken part in many of them.

One middle watch the lookout saw straight ahead a line of foam on the calm moonlit sea. Radar and ASDIC had no echo. It was an uncharted reef just to the surface. The alert lookout saved the ship from what could have been a crisis if it had hit it at our Cruising speed of about 20 knots. Radar and ASDIC did pick it up when closer so as to define its size and position to report the hazard to navigation.

The War Correspondent Jack Percival was a passenger to Japan from Sydney. He was sea sick most of the way. On leaving the ship he extended an invitation to any of the crew to visit the Tokyo Correspondents' Club with entry as his guest.

We reached Sasebo the Naval Base in Kagoshima Bay at the Southern end of the Japanese Island of Kyushu just before Xmas Day 1946. Our anchorage was about seven miles from the landing at Sasebo. After an exchange of signals the Skipper made the journey to see the USN N.O.I.C. Sasebo for lunch armed with two bottles of whisky. The motor boat returned without him. About 0010 the next day the signal PSB (please send boat) received from Skipper. Upon his return in a very inebriated state his instruction was "take over Number One and proceed with care to secure alongside the sea wall adjacent to the USN Shore Signal Mast". He then retired to his sea cabin until very much later in the

day. A great achievement as a walk down a gang plank and we were ashore.

Ronnie Jones was back in town and knew the place to go "The Casaba". This was supervised by the US Marine Shore Police, The Japanese Taxi Dancers arrived at opening, time 1600 and

left at 2000 under Shore Police Escort. The police remained

on duty in the dance hall. A packet of twenty cigarettes could be traded for beer and another one for taxi dance tickets. A great dance band played all the latest tunes so everyone danced. A 2030 curfew was maintained in Sasebo so at 2000 it was a walk straight back aboard.

Ronnie faced a problem because he had, on the previous visit, promised one of the dancers he would return at Xmas and marry her and take her back to Australia! She greeted him with great enthusiasm and asked when the marriage could take place! The next night she was accompanied by her mother. Ronnie did not go ashore again. A storm in the Pacific had delayed the American ship bringing the Sasebo based US Forces their Xmas Supplies. We had ample and therefore Pat Swan the PO Cook and his men in the galley served a Xmas dinner to anyone in US uniform who happened to come aboard. Roast turkey with vegetables and leg ham followed by Xmas Pudding with ice cream. It was enjoyed by all.

“Slappsie” a 6ft 6 US Marine Sergeant was my guest who much to my amazement when incorrectly address by one of his men promptly deliver him a “back hander”. “Slappsie” rated a jeep. After consuming about half of my bottle of Burns Phillips’ (sic) rum neat he managed to reverse over the sea wall into the drink. No one was hurt and another jeep pulled it out in a matter of minutes. It was started and we were on our way.

We did several patrols from Sasebo in the Tsushima Strait between Japan and Korea. All ships were challenged as to where they were going and from whence they had come, Radar was closed up on three watches and the SG set was required all the time.

One Russian ship caused a stir as it only gave cryptic replies to the challenge such as “from whence I came” “to my destination” and the like. Gun crews were closed up and when promised a shot across its bows with guns trained towards their ship they answered correctly. We were constantly on the move

whilst in Japan. Kure, (Hiroshima and atomic bomb site visited), Yokohama (a train ride to visit Tokyo), Osaka (a bus visit organised by the American Red Cross to Kyoto), Nagasaki (ashore to see Atomic Bomb site-never mind the signs not to enter the radiation area!).

A week-end or two spent at Australian Army Sergeants Mess a short train ride South from Kure. They had a great set up as when constructed a large building to serve as a dining room and bar complete with an enormous fire place had been added as a

“foreign order” to the plans. “Turtle” an old Japanese man looked after us all providing early morning tea and keeping the fire burning. It was like a hotel. The weather was cold with snow on the ground outside but rooms were heated by kerosene heaters which also served to heat morning shaving water.

The RN Fleet Canteen at Yokohama was like an English Pub. Every night, “Fuller San” the RN PO who organised the Japanese working parties each day was always there dressed in his pyjamas. “Yes if I wake up in my pyjamas I know I was not drunk when I went to bed”. A few beers for him and we were allocated several women to look after the chores in our mess. These women were very good and cleaned as well as did the washing, mending and ironing of clothes. They would spend their spare time looking at and talking about the pictures of the wide open spaces of the Australian Countryside that were printed in the Australian Womens’ Weekly. There were no such areas to be seen where they lived in Japan. They all wanted to come back to Australia with the ship. A Sunday was the last day before the ship left Japan. Anchored in Yokohama all these women insisted on coming aboard dressed in their Sunday best and bringing cakes for afternoon tea. As we had a make and mend this was allowed. The ordinary civilian Japanese were delightful people and had no idea what their Military had been up to during the war. All the visitors were piped ashore at dusk. Then rounds by some of the duty watch to ensure no stowaways. A search of our mess located one of the women curled up in a



cupboard-she wanted to come to Australia but was out of luck. She was sent ashore in tears.

The large mural about twenty feet high on the side of a dockside night club in Yokohama advertising "Huji Fuju the Harry James of Japan" showing the Japanese man and his trumpet in the Harry James pose was indicative of the attitude of the civilians.

There was a very catching tune sung in Japanese which was being played everywhere. When it was eventually translated by General McArthur's men it was banned. The song contained the words". ... The big red American apple with the rotten core .....

Penicillin was in demand by civilians. One of the radar operators after we had all had some inoculation by needles salvaged the phials tilted them with water sealed them and low and behold he had Phials of "Penicillin". He went ashore up to an area of Tokyo which had been flattened by bombing and had no trouble in selling his

wares. He told me about this great sale whereupon I pointed out to him the error of his ways as some innocent Japanese would die if injected with his "Penicillin". The next day with him I retraced his steps and he refunded the money and destroyed the phials much to the annoyance of the Japanese who had purchased it to resell at a profit.

Exercises with USN as part of a Destroyer Flotilla were interesting as Radio Voice Communications were used exclusively. The flotilla call sign was "Rattlesnake Farmyard" and at a command all the five ships change course at the same time. Radar was closed up and operators on their toes. The performance of the RN 285 Gunnery Control System was also checked out and matched with that calculated by the Control Room and found to be quicker and more accurate especially at speed in regards to changing range and bearings. Once when duty ship in Yokohama it was despatched with a medical doctor to take him to the aid of a man on a merchant man some 400 miles East. As duty ship two boilers were always warmed up so these were put on line for the maximum

two boiler speed. The sea was reasonably calm and swell low so when the third boiler was on line our speed was about thirty six knots. The stern was down and the bow wave was several feet above the deck of the forecastle. It was quite a sight. The ship vibrated and the plates of the bow area as seen from the Torpedomen's mess deck were "oil caning" (a bit like Rolf Harris' board). We reached the merchantman and after the doctor was transferred by flying boat return to port at a more fuel economical speed (we may have refuelled at sea from a tanker despatched for that purpose).

Shopping ashore resulted in many Noritake dinner sets and strings of imitation pearls as well as genuine Mikimoto being purchased. The shops would hold and pack the dinner sets for delivery to the designated boat landing. We were very rarely alongside. My purchase in Yokohama of a dinner set was delivered to the American centre across the bay where we had to collect our mail. On the particular day arranged for the pick up, arriving in the late afternoon, it was snowing and very cold. To pick up my purchase I was postman as no one else went ashore which required about a half hour trip in the open harbour duty boat. The centre also served as an American Recreation Centre. It had a huge stone open fire place opposite to which was a trap door to enable a pine tree trunk to be fed into the fire. It was nice and warm in this area despite the need to step over the two foot diameter log to get from one end to the other. I arrived back aboard all covered in snow and very cold but with the mail and my dinner set. My mother eventually used this set for years so the trip was worth while.

The father of one of the crew had traded with Japan before the war and the Japanese salesman had been to his Sydney home. The Able Seaman had the address in Hiroshima of the salesman so he went to the address and the family still lived there. They had survived the atomic bomb and now lived in a makeshift shanty as did all the other survivors. This address was a regular ashore call for a cup of coffee and to give them cigarettes, chocolate and the like. On one such visit the Japanese family produced a packaged present for the Able Seaman. Upon opening it once back on

board it was found to be a fine bone china coffee set. Upon research it was found to be about four hundred years old and must have been a family treasure.

On the trip down to Sydney after handing over to my relief a Radar PO who had signed on for six years (his name I am unable to recall) I became a supernumerary. To fill in time I embarked on a “learn to touch type course” using the Radio Office typewriter. I was progressing but on reaching Perth as then unable to buy a typewriter unable to continue and have yet to master the art.

On 10<sup>th</sup> April 1947 I celebrated my 22nd Birthday at sea.

On arrival in Sydney on 21st April 1947 I immediately disembarked so as to catch the night train to Melbourne en route to HMAS Leeuwin for demobilisation vide DDN 16/47, The university year had started so I was hell bent on starting in 1947 and not having to wait until 1948. This I was able to do.

Upon leaving Arunta the Skipper bad me farewell with the “invitation if there is another war he would welcome me back to look after the radar on any ship he was on” as well as previously providing me with the reference as below. I was very flattered.

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## Thomas Neil Gulson

Tom, or Neil as he is mostly known, enlisted on 13<sup>th</sup> August 1943. Following his recruit training at HMAS Cerberus, Tom was drafted to HMAS Lonsdale to commence his Radio training. However, fate decided to give him a dose of the mumps instead, and consequent consignment to the Sick Bay. Thus when he arrived at Lonsdale some weeks later, the course was already 4 weeks in progress, and naturally he failed the first test. But fate was just as kind. During his previous school holidays between 4<sup>th</sup> & 5<sup>th</sup> years, Tom had constructed a Tasma radio receiver on the assembly line, and had also constructed single valve radios as a hobby. So the RM course presented few problems

Initially Tom and his class were billeted at Lonsdale, but after several months were told to find their own accommodation “ashore”. A small allowance was granted. Tom and his mate Peter Gillespie found “digs” with the guesthouse “Inverleaf” at St Kilda. Daily routine Monday to Friday was transport by open tray truck from Lonsdale to the Melbourne Technical College, and return each afternoon. Extra study was arranged in Lonsdale’s Gunnery School room from 1700 to 1900 every evening. Other than these training requirements, no extra work such as guard duties were required of the RMs, nor were they required for church parades on Sundays or weekend duties. Initially breakfast and supper were provided at Lonsdale, with lunch being purchased near the Technical College. However, when they were victualled out, they had to provide for all their dietary and transport needs from the allowance given.

PT was almost unknown, but on one occasion they were required to swim off the beach in Port Melbourne’s waters. The motivation for this remains a mystery.

Following completion of his basic radio theory training at the Melbourne Technical College, Tom was drafted to HMAS Watson in Sydney for his advanced equipment training. With this newly acquired knowledge, Tom was ready to take his skills to sea. His hopes however were dashed as he received orders to proceed, by railway train instead, to Canberra, there to assume watchkeeping duties at the Naval Transmitting Station Belconnen.

In Tom’s own words:

*Duties at Belconnen were straightforward. The station was run by a group of “Shore Wireless Service” operators with CPO & PO ratings. The HO RMs were limited to watch keeping duties, and never allowed any maintenance or repair duties. ( Author’s note: Thus up to 12 months of intensive technical training invested in the HO RMs was totally wasted there.)*

*The main low frequency transmitter carrying the Bels broadcast ran at 44.2 Kcs, and pumped out 500,000 watts. The aerial was nearly half a mile long, 600 feet high & carried on 3 masts with*

*aerial warning lights at 200, 400 and 600 feet levels. Of course the HO RMs had to climb 600 feet vertically up the mast to change failed warning lights.*

*A multitude of lesser transmitters communicated with locations such as Whitehall, Madang, Manus Island, Leyte using frequencies of 4,050, 5,600, 8,430, 12,170, 16,410 & 22,180 Kilocycles. Bels was keyed from HMAS Harman by land line or, theoretically by a high frequency link if and when the land line failed.*

*The Mechanics worked four hours on/four hours off on 48 hour shifts, with generally two mechanics under a SW PO as PO of the watch. I can only recall one Mechanic acting as PO of the watch during my time there.*

*One incident I remember clearly was sitting at the control room desk when the OIC Warrant Officer Phaup walked in. The PO of the watch was “resting” on a cabinet at the end of the Transmitting hall & the other Mechanic was sitting in the sun reading on the back steps. The upshot of this was the PO of the watch (Lofty Cummins) was sent to Darwin and I was denied a draft which I subsequently discovered had been approved.*

*When I first arrived at Belconnen I noticed three telephone lines marked “Gun1”, “Gun 2” & “Gun 3, and I thought “Hell, this place is well defended”. Little did I know at the time that these connected to “Gungahlin”, a smaller transmitting station up the road.*

*Tom loyally persisted with his Bels duties, all the time however negotiating for a more exciting role. His perseverance was rewarded, and he was drafted to HMAS Carpentaria, the shore based station on Thursday Island. The dramatic change from the bleak life in Canberra’s backblocks, to a warm tropical island with clear crystal sea waters and swaying palm trees, was like utopia for Tom. His duties at TI were to service the ship borne radios of any and all naval vessels passing through.*

*Again in Tom’s words:*

*I seem to recall that the valve 6V6 was the audio amplifier for most superhetrodyne receivers, along with 6A8, 6K8, 6J8 as 1<sup>st</sup> detectors &, I think, 6F6 as IMF amplifier. These turned up regularly on small ships in the form of a receiver (1C6770) coupled with a C.O.P.A. transmitter in the guise of 3BZ. The 3BZ and 1C6770 set up was A.W.A. and there were other sets commonly in use. (AR8-AT5 for example), none of which could be considered effective by today’s standards.*

*One of the ongoing problems with the 3BZ equipment stemmed from the tuning instructions in the handbook which advised operators to tune the oscillator anode circuit to the “bottom of the dip”. Of course, when this was done and the output stage of the power amplifier was tuned, the “reflected impedance” in the oscillator circuit caused the oscillator to “pop out”, which it continuously did. Not a nice situation for a Telegraphist at sea.*

*There were other curious things happening. One was the bright idea to use wax as a “tropic proofing” material. The cockroaches loved it and readily ate not only the wax, but in many cases, part of the insulation.*

*Most of the sets in small ships were crystal operated on 4,300 kilocycles and, properly tuned could raise Darwin from Thursday Island quite readily. Townsville was more difficult and there was, for reasons unknown, a complete blank spot between Thursday Island and Townsville of several hundred miles. Notwithstanding this it was not unusual for “Penguin”, (in Sydney), to answer.*

*As for equipment, we had a valve tester, and a multimeter, virtually no stock of spares & only a few spare sets we could cannibalise parts from. On the other hand we discovered that Townsville had an abundance of spares but that did not help with the problems at TI.*

*Typical of Navy approach to training in those days was that of extreme specialisation. Sailors advancing in seniority of rate were seldom given training in the broader aspects of Navy life. Tom illustrates this*

*The situation of carrying the rating of Petty Officer, and having virtually no exposure, orientation or experience in shipboard life, or even depot routines created severe problems for me and, I imagine, others finding themselves in the same bind. I mention the following two examples. At HMAS Penguin 14/8/45, I was an Acting PO RM, and rostered for duty as "Disciplinary Petty Officer", required to muster the "defaulters", including those held in cells. Fortunately an AB on duty told me what to do. Then again at HMAS Penguin on 2/9/45 I was rostered as PO conducting rounds with Officer of the Day, a youngish Sub Lieutenant. Neither of us even knew where to go.*

After his twelve months tour of duty at Thursday Island, Tom was drafted to Townsville for similar duties. Then he was off to HMAS Watson for demobilisation in January 1947.

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## Kevin Kennedy

MEMORIES of a Radar Mechanic, WW2 - December 2004

My mate, Jim, and I enrolled in the Royal Australian Navy in June 1942. After our medical checks, Jim was destined to be a Stoker because of his eyesight and it was Ordinary Seaman for me. Just before the "call up" in July, I was talked into applying for an Officer training course.

A big mob of us got instructions to be on Platform No1, Flinders Street Station at 9am on 15<sup>th</sup> July, where we proceeded to fill a steam train destined for Crib Point. On alighting, Stokers were instructed to muster to the left and Ordinary Seaman to the right. I rarely met up with Jim again until after discharge in 1946.

It was now time to get kitted up and when my turn came, I was given a hammock but no uniform of any sort because of the potential Officer course. Hence I paraded in my grey civvies for a couple of weeks and felt very conspicuous amongst the rest of the uniformed mob.

We had some training in the way of marching in unison just prior to a special march-past of a

visiting high-ranking Officer. There would have been at least 1000 of us marching four abreast across the Parade Ground to give the salute. The Coral Sea Battle was on about this time so there was a general air of anxiety amongst the rookies. In those days I was a keen dancer and considered I had some skills in keeping time with the beat of the music – drums in this case. It was my judgement that the mob were "racing" ahead of the beat so I adjusted to just a fraction behind their timing. Over the loud hailer came a yell from the Chief Petty Officer in charge of the assembly, "pick 'em up Kennedy!" Remember I'm the only one in civvies and because of that, mine was probably the only name the CPO knew. I quickly adjusted my timing and my learning curve.

Just after this outburst, the sirens went. Was it the real thing? We rookies didn't know but, following early instructions, we tucked our white caps under the arm, (I had none) and made for the trenches.

In the ensuing weeks we did a bit of rifle drill and I recall one occasion when I was detailed to be a member of the crew to do some training in rowing a Whaler. Being a bit under the average size, I was allocated the position at the pointy end. From that position I had reduced leverage advantage and it took all my strength to maintain the heavy oar horizontal at prolonged "rest" periods. I enjoyed the experience.

After a few weeks of being an un-uniformed sailor, volunteers were called for a Radio/Radar Mechanic's course. I elected to stay with my new mates on the Lower Deck and was promptly kitted out in my "round rig".

After six weeks at HMAS Cerberus, Crib Point, I was transferred to HMAS Lonsdale, Port Melbourne on 31<sup>st</sup> August. Whilst waiting for the Radio Course, I spent a few weeks as Petty Officers' Messman. The POs regularly came in for toast and tea or coffee between meals and during that time I reached my maximum life-weight.

The six members of our Class No10 or 11 to attend the Melbourne Technical College to do the Radio part of our training, were soon ready to go.



We were a close-knit and happy group. Most of us were keen on being fit and spent most late afternoons in the gym in the Assembly Hall at "Lonsdale". Rope climbing was an activity that seemed to appeal, possibly with a nostalgic reaction to our views of the life of a sailor back in the windjammer days of our forefathers. A PO Gym Instructor often joined us and I regret to recall that on one occasion I broke one of his front teeth with my knee. I can only recall an amused reaction by me and that is the cause of my regret.

A vivid memory of the early training days is travelling in the back of a flattop truck to and from HMAS Lonsdale in Port Melbourne and the Melbourne Tech on the other side of town. Apart from having a few verbals with the pedestrians as we went along, today, soft seats and seatbelts would be the order-of-the-day.

There were six of us in our Class; the photo was taken on the roof of the Melbourne Technical College. Col Stewart took the photograph.

We were outnumbered by about four to one by RAAF Trainees. At lunchtime, the RAAF Trainees were marched up to the Exhibition Building. We were given one and sixpence or two shillings for our lunch each day. We spent half of it going to the Melbourne Baths nearby where we hired a towel and triangular costume and bought fruit with the change.

Shortly after finishing the radio section of our course, we were posted back to "Cerberus" at Flinders, where we were discharged from the RANR and re-enlisted in the RAN and given a new number. I don't recall any explanation for this move but I suspect it would obligate us to return to duty with the RAN in the event of any conflict or need that might arise after our discharge at the end of the current War. We also were given our first "Hook" and re-kitted in "Square Rig".

It was during this second stay at "Cerberus" that Bert Hanson married Mary Brady in Euroa, Ned Kelly country north of Melbourne. I was best man at the wedding. Bert was part way through a University course in Brisbane when he joined up; he subsequently graduated after the War. At the time of his retirement, Bert was Director General

of the Commonwealth Forestry and Timber Bureau. Bert was widowed about 12 months ago and I visited him earlier this year (2004) in a Retirement Village in Kew, Vic. He has the typical few problems of our age group but is in full control of his mental faculties. I think Bert is the only Radar acquaintance with whom I have had contact since the War years.

Col Stewart was another Queenslander and a good mate. During our second stint at Cerberus, we must have had a dental inspection and Col was programmed to have three teeth removed. He was given a general anaesthetic and when he woke up he discovered that all of his teeth had been extracted. Whilst recovering in hospital he contracted a dose of "crabs" – sailors will know them - with the result that he was shaved of all hair from top to toe. It was the time of Bert's wedding and Col was another invitee. In his apology for not being able to attend the wedding, he wrote that he "was like a new born babe – no hair and no teeth". He had a good sense of humour for all occasions.

After the conclusion of our Radar Course No6 at HMAS Watson at South Head, Sydney, Col and I were both stationed at the Navy Depot on the banks of the Brisbane River. We had more good times together and on a number of occasions we hitchhiked from Southport to Coolangatta for a weekend at the guesthouse there. It is difficult to believe that the thriving Gold Coast of today was a sleepy farming place with very few cars and fewer pick-ups, not so long ago. I next caught up with Col when he was stationed at Madang in New Guinea where we often called in. He was still there at the end of the War when I acquired from him some very useful tools and the like that were subsequently put to good use when building our homes. Col was a standard Petty Officer like the rest of us in those days. Several years later, an unmistakeable voice from behind, in Flinders Street, Melbourne, said "G'day Kennedy". He was still in uniform and advised that he was now a "Commissioned Warrant Officer"! His slender tropical shape had long gone for he was now about twice the size with which I associated him. We had good times together. I note that Col rose to the rank of Commodore in the RAN.

Alan “Lofty” Hunt was in our classes. He was married, so his interests were elsewhere at leisure times. He was a relatively old salt at the time and had transferred from the Sick Bay with a few yarns, one of which I remember. It went something like:- This high-ranking medical officer-in-charge, I forget his name, reporting on an operation that he had just performed on a nameless matelot, was – “Operation successful, Patient dead.”

Basil “Dood” Balme was also in our classes. He had academic attitudes but I can recall his performance on the evening of my 21<sup>st</sup> birthday, which I had endeavoured to conceal, until a telegram or two arrived. It was in between the two courses when we were back at Cerberus for the intervening period. I well recall the cold pork chop, which was the main dish for the evening meal. Once the birthday was revealed, it was time for a celebration. A clear recall is Basil sitting up in his hammock, with his partial plate out and frothing at the mouth from the cake of soap he was eating. If Basil is listening he may not appreciate these comments. After the War, he went on with his studies to qualify in Geology, I believe, gained his PhD, and he was doing research in palaeontology, and no doubt lectured at the University of Western Australia.

Peter Weedon was a lad from Western Australia. I do not recall him later at HMAS Watson for the Radar course but on one occasion we had some spare time and went onto the roof of the Melbourne Tech, where three of us climbed up the aerial tower, maybe 10m high, and sat on the small platform just below the aerials. With some reluctance, Peter followed but was a trembling mess when he got to the top. I cannot recall how we got him down. He would not have enjoyed climbing to the top of the mast of a Corvette to service the “bed-stead array” up there! I found it an interesting observation site.

Several others joined us at “Watson” in Class 6 when we were doing the Radar part of our training. One lad, can’t recall his name at the moment, was obviously courting a lass back in his hometown in Adelaide. He seemed to be under the thumb as, when he was frequently late with his weekly letter, he would catch a midnight tram from Bondi where we were living, to post

his letter “on time” at the GPO. I wonder if they married and who wore the pants? I’m pretty sure he was Don Badman.

I enjoyed the stay at HMAS Watson. We had a few free days before our Radar course started and spent them precariously perched, out of sight, high on the cliffs in the glorious sunshine overlooking Sydney Heads and surveying our future Tasman Sea home and beyond. Lofty Hunt had preceded us to Sydney, probably to find a home for his wife and self and fortunately he found a home for four or was it five of us, not far up the road from Bondi Beach. The landlady looked after us well with dinner, bed and breakfast and from there we explored Sydney and became familiar with its attractions.

Our postings for the real life came out and I was destined to “stand-by” Corvette HMAS Kiama which was in the final stages of construction at Evans Deakin Yard, just downstream of the Storey Bridge in the Brisbane River. Our Radio/Radar class group was disbanded, we parted and our friendships were broken but not forgotten and we probably lost our familiar nicknames; mine was “Kanga”.

Our Skipper on the Kiama was Sam Benson, a very capable, skilled and logical sailor. He maintained a happy crew and the relationships have continued since the War. He later became the Labor Member for Port Melbourne or was it Williamstown. On one occasion he invited my wife and me to join him at Parliament House Canberra where we occupied privileged seats on the floor of the House during a Parliamentary Session – a choice memory. Sam was a man of high principles; he disagreed with the Labor Government’s policy on Vietnam, I think it was, and was subsequently expelled from the Labor Party. However, he contested the next election as an Independent and won well, so his qualities were valued beyond his Naval acquaintances.

We did our preliminary trials in the calm waters of Moreton Bay before the big test on our maiden run to Sydney. I was never very comfortable in heavy seas and with many of the crew, mostly teenagers and early twenties, we experienced the rigours of sea sickness. I am certain that the old

familiar dance floor on our first night in Sydney was in sync with the deck of the Kiama.

At Garden Island, I reported that our 286, the Radar with the bedstead array atop the mast, was not working well. The heavy coax cable that ran up the mast was taken down and given the heat treatment but to no avail. I believe our 286 never earned its keep, despite help at times from other experts.

Our “shake-down” trials then took place in Broken Bay, upstream from the mouth of the Hawkesbury River, NSW. Our “Jimmy”, second in charge, was Lieut Bill Folk. His job seemed to be to bond us as a team and “knock us in to shape”. His efforts contributed to developing happy and loyal friendships lasting for the next two years and beyond. I was still a rookie at those shake-down trials and I think Bill Folk may have found me a bit of a problem. I had my “hook”, lowest of the non-commissioned ranks and living in the Seaman’s Mess. I sensed that Bill was constrained from giving me menial tasks like scrubbing the decks, and yet I needed to be initiated. Leading Seamen (one “hook”) were old salts and needed no breaking in. Other technical staff, like our Artificers, were Petty Officers and thus had their own Mess. On one occasion, I was given an early morning exercise to row in our life-boat – but I enjoyed that. Another episode in Broken Bay was when we set the bush on the hillside on fire whilst doing gunnery practice. A team was despatched to put the fire out. I live on the Central Coast now – contemplate the outcry if a similar exercise was conducted today!

I made a very fortunate choice on our first night on board when we each had to select a spot to sling our hammock. I chose the outer spot under the Port Wing of the Bridge. The fresh air and sea breezes enjoyed from there were conducive to a good night’s sleep. It was also fairly close to the Radar operations room – room is a gross overstatement. I slept there throughout my time on the Kiama, including the last night at Garden Island when I was the lone person on board. It was the eve of handing the ship over to Garden Island for decommissioning.

The person who occupied the in-board and only other “sling” under the wing of the Bridge was

Radio Telegraphist Foster “Foz” Williams. He was a good mate and I well recall a game of Aussie Rules on Thursday Island and kick-to-kick whenever we could get a good spot ashore. One such spot was at Torokina on the west coast of Bougainville Island. After the War, Foz’s prowess as an Aussie Rules footballer became well known throughout Australia. He captained Port Adelaide and also South Australia in the “State of Origin” matches. He coached Port Adelaide for many years; his son Mark is following in his footsteps. In 2001 my wife and I were touring in the Flinders Ranges and I had a plan to call on Foz; it was 55 years since we had bid farewell. Sadly I was told that Foz had died a few weeks before and that he was held in such high esteem in South Australia that he was given a State Funeral.

I sailed every nautical mile of the Kiama’s voyages and was the last of our crew to be on board when she was handed over at Garden Island in early 1946. As far as my technical duties were concerned, I had then, and still have, a philosophy that says “if it works, don’t fix it”. I had a reasonably charmed life as our A272 (others may correct the names I give these Radar sets) gave a sterling performance and I was rarely disturbed in my hammock, slung under the port wing.

I should add that some of my comments and the names I use are mostly from my memory bank, which may not always be reliable. However I have access to the “Monthly Letters of Proceedings by our Skipper to The Secretary, Naval Board, Melbourne” to confirm and modify my comments. Quotations from these Letters are in italics.

To recall a few incidents:- We were steaming up the eastern coast of New Guinea, near the border of (now) West Irian, when I got a shake and advised that the Radar had gone crazy and was recording multiple echoes ahead. I inspected and advised that all looked real. By this time Benson would have been on the Bridge, so he ordered a starshell, think that’s the name, to be launched ahead. The Radar was proven to be right as we illuminated a number of Invasion Barges, which proved to be friendly.

Radar played an important and useful role when we joined the ships escorting the fleet, mostly American, as several coastal areas of New Guinea and adjacent Islands were captured. Hollandia and Cape Gloucester come into focus, places where we witnessed the utter devastation of all forms of life, including many Japanese.

Shortly after the fall of Hollandia, (now called Jayapura) which is not far north of the boundary of Papua New Guinea, *“we anchored in Hollandia Bay with about 100 other ships. There were red alerts at 1900 and 2040 and spasmodic distant A A fire”*. *“Leave was granted at every available opportunity. Ship’s company was landed at Hollandia”*. Those two quotes are from The Monthly Letter of Procedures – May 1944; which was the mandatory reporting by our Captain to The Secretary of Naval Board, Melbourne.

I was one of about six of our crew who had that run ashore in Hollandia. Six was about the limit that could fit in our motorboat. We landed on a beach, unarmed except for a dog, which was illegally on board. The poor dog had not seen a post or tree for so long and at the sight of so many defoliated palms still standing, he went berserk and we never saw him again. I assume he is still AWL. Having gone inland till it was time to return to the shore we were met by a couple of armed Yanks on patrol. They were amazed to see us and all with our white headgear. We were given advice that we were lucky to be alive.

This photograph of the damaged Mission Church at Hollandia was taken by one of our Radar Operators, not long after the Yanks accosted us on our run ashore. I picked up poor quality counterfeit paper and coin money in Australian currency in the grounds around this Church. It was my thought at the time that the Japanese who had just left the area, or been killed, probably thought that they were already in Australia.

In early September 1944 we took about 100 Commandos on board at Lae, PNG – they occupied most of the space available on the Upper Deck. Our mission was to land them at Jacquinot Bay, New Britain before dawn the following day; the area was believed to be occupied by the Japanese. We were under-way all

night in *“heavy south-easterly monsoonal weather”* when in the early hours of the morning I was given a shake to check the Radar as it was *“giving false information on the land “echoes”*. Jack Haskel was in control on the Bridge at the time when I reported that all seemed in order with the Radar. Sam was no doubt summoned to the Bridge and the navigation check revealed that we were not where we thought we were and we were now late for our pre-dawn target. Full steam ahead got us close to the Heads at dawn and the loyal Coast Guard Lieutenant Black and his Natives were up amongst the palms on the western Headland. I recall seeing his flashing light as he guided us on. It was a tense time but there was no action as we sailed into the Bay and dropped anchor. The Commandos went ashore and Lieut Black came aboard with his *“wild”* Natives. They were a wild mob alright and Sam Benson advised us to give them anything they wanted. Their main need seemed to be paper for smoking so all the old newspapers came out of the lockers. Lieut Black was reprimanded by the Senior Army Officer still on board, for not wearing the regulation clothes to protect him from mosquitoes. It is my impression that Black soon left afterwards with his Native troop, somewhat disgusted with the command. Lieut Black was a very brave man. I understand that his troop would enter Japanese camps after dark and slit throats. Shortly after our visit, Sam Benson reports that the Japanese cut the feet off the Natives who assisted Black at that time. A few months later, the PNG newssheet, which sometimes came to our Skipper, advised that Lieut Black had met his fate. My respect for the man remains firm.

After a few days the Commandos reported that they had discovered evidence that the Japanese had vacated Jacquinot Bay, probably the day before we arrived.

Remember the IFF, *“Identification Friend or Foe”*? We were forbidden to do any work on it but if we were at risk of going down or being overtaken, it was my duty to blow it up. It was used in conjunction with the 286 – earlier reported as being pretty useless. I assumed it was triggered by an aircraft within visible range! However, one evening as we were carrying out a bombardment on the shores of Bougainville



Island, under the observant eyes of a spotting RAAF aircraft, the Pilot broke the silence to advise “*your cockerel is not crowing*”. So perhaps our IFF never worked either!

Another interesting episode was in mid July 1945. On 16<sup>th</sup> July 1945 we had a night’s watch in “*Central Bougainville Strait for the purpose of intercepting enemy barge traffic between Bougainville and Shortland Islands.*” The Japanese were reported to be running barges across the Passage and a seaplane at times landed in the early morning. Our assignment was to carry out a Radar search and to engage the enemy, as appropriate. The night was dark and stormy and as no evidence came up on the Radar screen, our Skipper decided at “*2123 to anchor off Moila Point in Bougainville Strait (having penetrated a probable enemy minefield) on account of continuous heavy rain and lack of visibility*”.

On the following morning we “*weighed anchor and proceeded towards Blanche Harbour...*”

Again on “*19<sup>th</sup> 1500: Departed from Blanche Harbour... for the western entrance of Bougainville Strait. 2000: Entered a probable minefield and carried out search for enemy barges.*”

“*20<sup>th</sup> 0600: When in the vicinity of Moila Point, steering engine became defective and instead of stopping when twenty degrees of starboard wheel was applied, it continued and jammed in “hard to starboard” position. By stopping the port engine and going full ahead on the starboard engine, it was found that the ship could not be stopped from turning to starboard in a circle with a final turning circle with a diameter of approximately 600 yards.*

When day broke, being still in the minefield and within of enemy guns on Moila point, Kiama was unfortunately in a somewhat awkward position.

*0715: Repairs were effected to the steering gear and course was set for Blanche Harbour.*

*No fire was experienced from Moila Point, although the enemy was in a very favourable attacking position”.*

Though it was essentially a Radar search exercise which rendered no success in that field, it was a memorable occasion. It is my opinion that the Japs probably judged us a decoy.

I understand that 48 mines were swept up in the Moila Bay area at the end of the war although I have no official evidence to confirm this.

The only problem I had with the A272 Radar was an unserviceable generator. It was located on the Petty Officers’ deck, just outside the CPO Stoker’s cabin, which recalls another story. We made several visits to Seadler Harbour, Manus Island in the Admiralty Islands. On one of our shore excursions we came across a large collection of human bones. Assuming they were of the enemy, a few skulls were picked up. (It is with some reservation that I refer to this incident). Our CPO Stoker was our oldest crewmember; we named him “Snowy”. He had a skull, which shared his cabin for a while with the intention of making it the feature of a reading light. A bad nightmare changed his mind and he tossed it out the porthole. Another Stoker negotiated a deal to swap his skull for a bottle of whisky with a crewmember of an Oil Tanker to which we were tied as we took on fuel. The Tanker was almost empty so its upper deck was probably 10 metres above ours. The deal was agreed and the bottle of whisky was lowered on a long rope. Just after the skull was tied in the place of the bottle, our fuelling was completed and order was given “Let go”. Our engines were engaged and we sailed away. Our Stoker cut the rope and retrieved the skull. I witnessed that event and privately hoped that we would not be required to fuel from that same tanker again.

We were in Rabaul Harbour at the time of the surrender. I was detailed to visit a Jap Radar Station in the hills north-west of Rabaul. I accompanied a Radar Officer from a larger HMAS ship. We travelled in a jeep to some high country, which reminded me of the Blue Mountains at Katoomba. We had a Japanese interpreter who spoke good English. The site was underground so the Lieutenant and driver went off to inspect the equipment and I was left in the jeep with the interpreter and a revolver and I was instructed, “not to fraternise with the Jap soldier”. We had a good old yarn. He was a very nice,

decent chap and was longing to get home to his wife and children. The stupidity of war!

We had a few sorties whilst in the Rabaul Harbour. I climbed the active volcano on the eastern Headland and ventured into the tunnels made by the Japanese into the inactive volcano on the western Headland. One tunnel lead us to a workshop where I acquired a number of useful tools as well as quite a few radio components. Apart from a useful box and a unique adjustable spanner, these items have been dispersed within my family.

Shortly after the surrender we were on our way to Manus Island from Rabaul, along the east coast of New Ireland for the first time. We called in to Kavieng and a landing party was put ashore, well armed this time, as the Japs there may not have received news that the War was over. True to their behaviour, our party made contact with the Japs and confiscated all the Samurai swords they could lay their hands on as well as other valuable personal items, much to the chagrin of the Army when they arrived later. But by this time we were sailing north. There were not enough swords to go round our crew so a ballot was held and I won a sword. It has been passed on to a member of our family who has a propensity for old things and may value this piece of information.

Some time in 1944 I received my second hook and was inducted into the Petty Officers Mess. I recall a Radar Officer coming on board to assess my suitability. His only question was to ask me to describe the function/action of the "Buggery Bar". I had not understood this when we had a brief lesson on it back at HMAS Watson. I think I gave him an honest answer and suggested that he explain it to me. I got my second hook anyway.

Life in the PO's Mess was more comfortable. Commissioned Officers could only visit if invited. I never saw any of them on our deck. Up to midday, when I had no "real" duties, I could remain in the Mess and spent many an hour playing mah-jong with an "off-duty" Stoker PO. After noon in the tropics was "stand-down" for the "off duty" Watch so we gathered on the fo'c'sle to sun-bathe. A particular mate was PO Stoker Johnny "Square Deal" Poulter. I used to visit him occasionally in the Boiler Room, which

was the ideal location for drying my laundry. On one occasion in Torokina, Bougainville Island, I was visiting Johnny when the bells began to ring. Every time there was a change of speed decision made on the Bridge it would ring the appropriate message in the Boiler Room. The person in charge would adjust the flame to meet the demands of the Engine Room as well as control the smoke emission. On the occasion in question the bells rang continuously to which it was impossible to respond. After some frustration, Johnny threw his arms in the air and gave up. I ventured out on to the deck to see that we were "coming along- side" with some hesitation. The problem was that Harry Godden was having his first full control at this exercise, as he was about to replace Sam Benson as our Skipper. Sam, I think, was recently promoted to Lt Commander and was about to go to higher duties. Harry Godden in later years skippered his own yacht in the famous Sydney to Hobart competitions.

On Christmas Eve 1944 we were in Sydney when a merchant ship was torpedoed south of Sydney. I quote from our Captain's Monthly Letters of Proceedings

*"Dec. 25<sup>th</sup> – 0500 Ship's Company recalled from leave and steam raised. 0952 slipped and proceeded to render assistance to U.S. "Robert J. Walker" in latitude 36° 32' S. longitude 150° 45' E. 2340 Arrived off "Robert J. Walker", investigated vessel which was well down by the stern and awash to the midship house. 2400 H.M.A.S. "Quickmatch" arrived and under his orders commenced patrolling off the wreck.*

*Dec. 26<sup>th</sup> – 0300 "Robert J. Walker" sank. 0520 Closed Quickmatch who was rescuing survivors from lifeboats and rafts. 0800 Proceeded to Latitude 36° 28' S longitude 150° 44'E in accordance with instructions received from Captain (D) 4<sup>th</sup> D/F in H.M.S. "Quilliam" to rendezvous with H.M.A.S. "Yandra". 1835 Closed H.M.A.S. "Yandra" & proceeded to patrol between Montagu Island and Green Cape. 2300 In accordance with instructions received from N.O.I.C. Sydney altered course to 350° and commenced a searching sweep along the 50 fathom line towards Sydney.*

*Dec. 27<sup>th</sup> – 1400 In accordance with N.O.I.C. (S) instructions increased speed and proceeded towards Sydney with all despatch to complete loading refit stores for Port Adelaide. 1900 Secured alongside H.M.A.S. “Stuart” at Garden Island.”*

I quoted that detail as there is some dispute that we were the first RAN ship to the scene. At the time, I can recall homing in on the ship in distress by its Radar image and I have a clear optical memory of seeing half of the ship out of the water at 90° to normal. I also believe that I viewed it by a starshell put up by Kiama. It was my concern at the time that we did not go searching for survivors but our Skipper’s report puts that to rest.

In hindsight I have only one regret that comes to mind. I had lots of spare time in my two years at sea on the “Kiama” and it was a time when I could have done correspondence courses on subjects of interest.

After discharge mid 1946, I returned to my clerical position in the Commonwealth Public Service, on “higher duties” - read more pay - but with little to do and I found the general attitude to work by those about me, not to my liking. So with very little advice available, compared to today, I enrolled on the spur of the moment, to take a Science Degree course in Physics at Melbourne University, under the Rehabilitation Scheme. It was a hard slug at the time but I gained a Cadetship in Geophysics a year later, so my future program took on a realistic shape. My radio/radar training in the RAN had predetermined my direction.

On reflecting now, in my 24<sup>th</sup> year of retirement from the workforce, I believe my time in the Navy was good to and for me, then and since.

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## Reg Labone

1. I spent almost 2 years training as aircrew in the Royal Air Force from June 1942 to May 1944 before transferring to the Royal Navy in May 1944.

## Events of 1944 to 1949

2. I then attended the Northampton Technical College in London with other Navy men doing a 20 weeks Radio course. It was a very exciting period for London was being bombed daily by V1 rockets (called ‘buzz bombs’ by everyone). These rockets travelled at a height of about 1,000 feet and at a speed of about 400 knots. They were pilotless missiles. About 8 or 10 passed us each day, several flying past, but several exploding nearby. As we sat in the classroom we would hear the roar of the planes, then, as often happened, the engine would cut out and the ‘buzz bomb’ would then dive steeply and land on a building below exploding. As the engine cut out, the whole class would leap under desks, and stay crouched there until the explosion finished. These pilotless ‘buzz bombs’ were fitted with a pole in the nose to allow the bomb to explode at ground level, and they wreaked havoc with windows. Thousands of windows were shattered, and the tinkle of broken glass could be heard for several minutes as the blast travelled along many roads, then gradually faded away.

There were also several V2 rockets landed randomly over scattered parts of London, but these were erratic, and the Germans did not know where they landed. They would streak about 30 miles high, then rush to ground at a speed that made them unable to be heard until after they had landed. They made a huge crater in the ground – over 100 feet deep, and the Government explained them as “Gas Main Explosions”. These attacks gradually lessened as the Allied troops on the continent gradually over-ran the firing points in France and Belgium.

3. At the end of the Technical course I was drafted to Douglas (HMS Valkyrie on the Isle of Man) for about 5 weeks to do my first Radar Sets. They were type 291 and type 284/5/M3/P4. Douglas is situated in the Irish Sea about 80 miles seaward of Liverpool. There were a few hundred German prisoners held there. The Douglas Promenade had a dozen or so holiday homes now surrounded with barbed wire, and within were hard-line German prisoners, mainly airmen or U boat survivors who passed the time away. They were unspoken, sullen and spent their days just smoking or gazing out to sea. I didn’t see any

guards. Escape was impossible. They were 80 miles from land, and barely spoke to each other. I think most of them were probably ex Hitler Youth.

They were quite different from the general German prisoners who were spread all over Northern England and parts of Scotland. These Germans were glad to be out of the war and worked as prisoners at nearby farms. They lived in huts and hostels, and each had a bicycle. They wore brown and yellow patched clothes, and each day after breakfast they would cycle to work at their farms until about 4 pm, when they would cycle back to their huts for tea and bed. They were happy men and could often be heard whistling tunes as they cycled by.

From Douglas I was then posted to HMS Collingwood which had become a huge Radar Training Establishment (it still is), and here I learned several other radar sets including, the 79B, the 281B, the 271Q, and the IFF sets 242, 243 the 251M and the 253P. It was a very intensive course which lasted 12 weeks. During this time the German War finished (about 8 May 1945).

4. In July 1945 I received embarkation leave, then joined the troopship RMS "Maloja" in Liverpool, to travel to Australia where we were to join the British Pacific Fleet. En route as we left Colombo we learned that the Japanese had just surrendered (on 15<sup>th</sup> August 1945), and so now the war was over.

5. However, our troopship carried on to Fremantle, then arrived in Sydney about 1<sup>st</sup> September 1945. In Sydney we were told to find civilian billets and myself and a mate found fine rooms, on Campbell Parade, on the sea front at Bondi Beach. We had a friendly landlady named Mrs Ferguson, and settled in to a routine where we caught a tram to Central Railway, then caught a Lilyfield tram to the Radio Test Room at Leichhardt each day. This Radio Test Room had about 100 R.N. Radio Mechanics, also about 50 W.R.N.S. (female Radio Mechs). It had an O.I.C. named Gordon Power, an RAN Lieutenant Commander, also several British junior officers. Life was good. We had breakfast at our lodgings, we bought lunch and left for home about 4pm.

We went to the British Centre, a big building in Hyde Park. Here we had a lovely salad meal, with bread rolls and cups of tea, then a pineapple or peaches and ice cream, all for the cost of 1 shilling. Sydney was a lovely city and we enjoyed it immensely. There was a big dance floor of polished wood and a dance every night attended by about 300 girls (hostesses). Most of the girls wore sweet smelling frangipanni blossoms in their hair – a lovely exotic touch. The dance would end about 11 pm, then the floor was cleared and mattresses and palliases were spread on the floor, so up to several hundred sailors could sleep there at no cost. It was really great. This routine continued as we worked at the Radio Test Room each day.

6. In November 1945 I received a draft to the escort carrier HMS "Reaper". She was one of about 5 escort carriers built in the USA. Other sister ships were HMS Fencer, Scorchers, Speaker and Striker, and they had served as part of the Royal Navy Fleet Air Arm in the Pacific. HMS Reaper was a fine comfortable ship and was fitted with the USA Radar type SG and air warning type SK. Reaper then sailed to Hong Kong via Manus Island. She was laden with foodstuffs, office furniture and trucks. Hong Kong was then a dilapidated backwater. It had no commerce and little food, and was in dire straits indeed.

I returned to Sydney on the "Reaper" and 1 month later my demob turned up and I joined the cruiser HMS Suffolk for my return to UK. En route, I decided to volunteer to remain in the Navy for a further 12 months. Therefore, when I arrived at Portsmouth, England in February 1946 I was posted to Port Radio Portsmouth for a further 12 months service.

7. At Port Radio I was now a Petty Officer Radio Mechanic and had a busy time. I spent most of each day travelling by boat across Portsmouth Harbour to HMS Dolphin, the submarine depot at Gosport. Here I worked on "T" boat submarines – HMS Trump, HMS Trenchant and HMS Tactician which were doing refits. They were fitted with 2 band Radars called 267MW – yellow (low band) and blue (UHF band), with 2 modulators and 2 aerials. I carried out basin trials, and then sea trials on the submarines as they progressed. I also did some trips to



Southampton to work on some merchant ship Radars. I also worked at the Navy Boys Training establishment HMS St. Vincent, working on their 285s and their teacher unit HRB

8. At March 1947 my Naval engagement expired and I was demobbed. Now a civilian I wondered about my future, and so I enrolled in a Resettlement course at a Wireless College in Manchester, and began a course as a Merchant Ship's Radio Officer. The course lasted 6 months. At the finish I graduated then applied to the Marconi company for a job. They told me there was a waiting list for a few months, so I then applied to the civil airline (British European Airways) for a job as a Radio Mechanic. I was accepted and so began work at Speke Airport Liverpool as a Radio Mechanic. Thus I settled down and the job was well paid so I gave up the thought of joining a ship when it came up. I worked there until 1948, when I saw a newspaper advertisement for ex RN men to join the RAN for a 6 year term, with payment of a 120 Pounds gratuity at the end. I immediately applied and at January 1949 I found myself in Plymouth and I joined HMAS Sydney for her working up trials in UK, before we sailed for Sydney.

This was to become my career. I served in the RAN for 15 years, and finished my Naval career on 19 January 1964.

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## Bob Linton

Robert Harriman Linton joined the RAN on 5<sup>th</sup> March 1942. Bob's service history reads as follows:

\* HMAS Cerberus New Entry 5/3/42 to 2/7/42, orientation and "square bashing"

\* HMAS Lonsdale 3/7/42 to 28/2/43. Basic Radio training.

\* HMAS Cerberus 1/3/43 to 24/3/43 Loran DAS-2 course and in accordance with CNO 582/201/1073 of 29/11/1940 was transferred to the RAN as Wireless Mechanic with O/N 26465

\* HMAS Cerberus 26/3/43 to 28/3/43 Acting Leading Wireless Mechanic

\* HMA Naval W/T Station Canberra ACT.17/4/43 to 16/4/43

\* HMAS Rushcutter 17/4/43 to 18/9/43, Watson Radar course

\* HMAS Kybra 19/9/43 to 9/11/43

\* HMAS Yandra 10/11/43 to 25/3/44

\* HMAS Yandra, promoted to Acting PO Radio Mechanic 26/3/44 to 15/2/45

\* HMAS Glenelg 16/2/45 to 8/3/45

\* HMAS Australia 9/3/45 to 25/3/45

\* HMAS Australia, confirmed as PORM 26/3/45 to 24/4/46

\* HMAS Watson 25/4/46 to 3/7/46

\* HMAS 4/7/46 to 22/7/46 Leeuwin for demobilisation

Here are some of the more notable events during Bob's service career.

Following his square bashing at HMAS Cerberus, and prior to commencing his radio training, Bob did various ship's company duties such as guard duty, and observation duty for target practices with Corvette gunnery sea trials in Port Phillip Bay.

Bob joined RAN 5 Class on 3 July 1942, and graduated from the Melbourne Technical College (MTC), later Royal Melbourne Technical College (R.M.I.T.) on 28 February 1943. During the training period, Bob and his classmates were billeted at HMAS Lonsdale at Port Melbourne. Daily Monday to Friday they were transported from Port Melbourne to the MTC on the back of an open tray (no sides or top cover) 3 ton Chevrolet lorry. On the vehicle's tray were two mess deck forms, where 15 to 20 RM's sat back to back, enjoying uninterrupted views of Melbourne city sights, and savouring the bleak wet and cold weather. This vehicle was powered



by gas derived from a “Gas Producer”, a device which ingeniously created a gas suitable for firing an internal combustion machine, using charcoal as its prime energy source. Gas Producers were common vehicular attachments in those war days of extremely limited petrol supplies. Despite the complete lack of concern for the passengers safety or comfort, there was never an accident involving injury to any of the many RMs who were transported in this manner, 10 times each week for the 26 weeks of their training.

Lunch while at MTC was a visit to either the Red Shield hut, near the corner of Lonsdale and Elizabeth Streets, or the American Red Cross.

Returning to Lonsdale after a day at MTC, the classes fell in with ship’s company Dogwatchmen, and were marched to the drill hall by the PTI for exercises. After supper, which was piped at 1800 hours, it was back to study, and again the class was marched to the drill hall. Because of the security nature of the training, notes were forbidden to be taken from the MTC after the day’s study. To help students retain the information imparted during the day’s lectures, each evening back at Lonsdale, revision classes were conducted for two hours by Instructor officers such as Warrant Schoolmaster Haydn “Beau” Guest (note 1). Then it was time to sling hammocks and pipe down at 2200 hours.

There were no weekend duties for the RMs undergoing training, but this was valuable time to attend to matters such as dhobying, writing letters home, playing cricket or football, and going on picnics with girl friends!

On being transferred to Sydney for advanced technical training, Bob found that not only was there no vacant accommodation for his class at HMAS Rushcutter, but also there were no spare instructors or class facilities to allow the training to take place. At this time, Rushcutter, the base station and Watson (North Head), the radar installation site, were bursting at the seams with training demands.

To satisfy his need for a bed, Bob and class mate Alan Archibald looked for B&B private facilities, and found an obliging lady living in

Double Bay who for an agreed sum, provided both of them with beds, breakfast and use of the laundry. So that was that problem solved.

For the two weeks they had to occupy their time until the training facilities became available, they whiled away their time each day, sunning themselves under the cliffs around Watson’s Bay.

But eventually, the life of Riley came to an end, and it was into the mysteries of the new fangled secret weapon RDF (later Radar).

On completion of his training, Bob was drafted to the ship HMAS Kybra. Pre war, SS Kybra had the unenviable task of picking up sheep from various little ports on the coast of Western Australia, for transport to the Fremantle slaughterhouse. Taken over by the RAN for war time service, HMAS Kybra was fitted out with a type A79 Radar set to be used by Bailey Boys for performance assessment. This ship did convoy work on the east coast between Moreton Bay and Port Phillip Heads, performing valuable escort duties as well as affording practical training for the embryonic Radar Naval Officers.

Bob was then drafted to another ship Yandra (note 2), which is reputed to have been responsible for sinking a Japanese midget submarine prior to Bob joining her. Yandra’s role was as a training ship for Radar Plotters, the gunnery seamen who operated the radar. To facilitate this, the ship was fitted with a class room, and had 2 instructors and 2 radar mechanics full time support. As well, she was equipped with the more advanced radar models A286 forrard and aft, A272 forrard and E271 aft. This latter was soon replaced by A276. This model was a prototype made by AWA, and the ship was assigned to one convoy trip to Milne Bay for acceptance trials before the decision was taken to fit A276 to all Corvettes. Both Kybra & Yandra were also armed with a four inch gun forrard, depth charge gear aft, and anti aircraft cannon port and starboard.

Having proved his worth as a Radar Mechanic during his 18 months in Yandra, Bob was then drafted to the Corvette HMAS Glenelg, and was responsible for fitting and making operational, the first A276 radar to go into service in

Corvettes. HMAS Glenelg also had an air warning set, the A286.

When asked about his Wireless Telegraphy (W/T) experiences in comparison with his radar experiences, Bob remarked that he hardly ever had occasion to attend to a fault in the radio transmission equipment, the transmitter 21/22J. The reason was that no ship's officer would risk a Court Martial by breaking radio transmission silence at sea, and therefore, the W/T transmitters got very little use.

From HMAS Glenelg, Bob was drafted to HMAS Australia, the ship which suffered Kamakaze attacks and Japanese gunfire hits during the Battle of Leyte Gulf, and the Battle of Lingayan Gulf. By having this draft, Bob was fortunate in that he was not aboard Glenelg when she took part in the Luzon Philippines landing, when so many ships were the target of the Kamikaze pilots. This was at the stage of cessation of hostilities in Europe, but with the Pacific War still being bitterly fought. HMAS Australia suffered heavy damage from the Kamikazes, and was in need of upgrade to its radar systems. It was decided that the best location for this was UK. Thus between June and December 1945 Bob spent his time in the Plymouth Naval dockyard. The old 281 air warning equipment was replaced by the 960. The SG, colloquially known as Sugar George surface radar used primarily for navigation was replaced by the 293, and the gunnery control systems of 282 and 285 were also installed.

Returning home via South Africa to Sydney, Bob was drafted to HMAS Watson, thence to HMAS Leeuwin for demobilisation from active service on 27 July 1946.

#### Notes

1. Haydn Guest was a school teacher pre war. He joined the RAN in 1922, and served until 1957 when he retired with the rank of Instructor Commander.

2. See page 74 "Its Nothing to do with Me, I'm Radar" by PRH Watson

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## Reuben McDonald

### *An early account of the beginning of RDF (radar)*

I joined the navy in March 1942 having been the radio technician at the station 4AY, Ayr, Nth Old. I am the holder of a PMG broadcast station operator's certificate of proficiency.

I entered the first class in radar being held at HMAS Rushcutter. I was made an acting petty officer. The class consisted mostly of the Bailey bays from Sydney University and others. A uniform of sorts was issued to me and I received the holy service number of SV150. This course in radar went on for quite a number of weeks and at the time I was billeted to private accommodation. We were known as wireless mechanics, and the non commissioned officers were detailed to take turns at Watson's Bay at the South Head Army allocation to the Navy of a section called Port War. This housed a loop detection setup between the North and South Head of the harbour to detect vessels and subs entering the harbour. We four wireless mechanics took turns of this duty at night.

On the 1st June 1942 we detected the midget submarines entering the Heads. There was a boom net across the harbour between Watson's Bay and Middle Head. The 2 channels either side of the harbour had drop nets to allow shipping to progress up the harbour. A Manly ferry and a small freighter were allowed to pass the southern side channel and this is where the submarines were able to get into the harbour.

What we detected were 5 submarines and this was reported to Navy Base headquarters but it proved to be only 3. From recent Japanese history 2 of the 5 subs were the Mother subs dropping off 2 of the midget subs. That is a night I shall never forget as the target for the subs were the cruisers USN Chicago and the HMAS Canberra.

One of the midget subs had been caught up in the boom net and was unable to get free. The submarine that fired the torpedo at the 'Chicago' had surfaced off Bradley's Head and fired its torpedoes. As the sub was turning,

the torpedoes passed either side of the ship with one hitting the eastern side of Garden Island exploding underneath the 'Butterbur' which was being used as a dormitory for sailors. 21 lives were lost but many did escape. The other torpedo ended up on a beach area on the western side of Garden Island. At the time, the 'trigger happy gunners' from the Chicago were firing at the conning tower of the midget sub. Harbour petrol boats were dropping depth charges and were able to sink the third sub off Taylor's Bay. The 'Chicago' immediately prepared to leave the harbour due to the attack and this was at about 2 am in the morning. It is presumed that the sub that fired the torpedo was able to leave the harbour through the boom at the same time, as it has not been found to date.

Work had started at South Head above the army barracks on a well fortified building on the cliff edge to house the first radar equipment for the Navy. A fibro building was under construction near the fortified building to house classrooms and an office for naval staff. This was under the control of HMAS Rushcutter.

After completion of my radar training I had to do the naval entry training course at HMAS Cerberus which was situated at Western Port Bay (Finnier's Naval Base).

On returning to HMAS Rushcutter in August 1942, Watson's Bay Radar School accelerated the building work at the grounds above their army barracks. It was a goat track up to where the work was being performed. The first officer in charge of the Radar School at the time was a Lieutenant Strange RANR. He was of the diamond gold braid and RN background. He was also in that second course 'bailey boys' officers. A photograph was taken at HMAS Rushcutter of these officers with Beach Road, Rushcutter's Bay in the background. This is the group I did my training with.

As accommodation was in very short supply in the navy I received an outside allowance and took up lodgings at a private home near the old post office off the park across from the Watson's Bay Hotel. My duties at the Radar School at the time were training the young radio mechanics from Melbourne after

technical training there in radio theory of repairs and operation of radar equipment. Some of the training of operators was conducted here. At the time we were receiving quite a number of personnel from other branches that were being trained in the radar department mainly from the wireless telegraphy department and the torpedo department. To name a few, Neil

Piermont (WT) was our first round rig Petty Officer in the Radar Branch" Wally Haines, 'Hutch' Hutchinson, Maurie Gallon and others. We made up the first instructions in the technical training and repairs of radar equipment. My first contact with Senior Warrant Officer John Gloury was in the 1942-43 period when he arrived at Watson's Bay as all the staff rooms were taken up by other officers. He had a desk in a hallway as there was no where to put him. This is where he conducted his work. 'When I think of it, he was treated badly by senior officers at the time and this was noted in Lofty Watson's book, "It is nothing to do with me (sir)' I'm radar.

The radar setup at Watson comprised the early English type 271 which had manual training antennae. This was a 10cm radar. This was viewed on an A scope. Switching the trace to different ranges in yards for enabled measurements of detected echoes received. There was an air warning type English 281 and this operated around 85 MHz and also the early A286 Australian Radar Set which used a bedstead antennae. On the cliff edge we were able to follow it for some considerable distance out to sea. In the demonstration room some broken down ex RAAF and naval radar equipment was laid out for demonstration purposes for the training of radio mechanics.

During my time here I was involved with scientists from the CSIRO physics laboratory at Sydney University where development of antennas of stacked arrays suitable for use on RAN Naval vessels- We were doing field tests on lobe patterns to obtain information for estimating height of incoming aircraft to the ship.

In 1943 I met my wife Mora at my relative's apartment in Bondi Beach. We became engaged

and were married at St Marks church at Darling Point

The first casualty in the radar department occurred on 20/7/43 when HMAS Hobart was torpedoed in the Coral Sea north of Noumea. Sub Lt Parkin RANR. He was an early 'Bailey Boy'. I was at Watson when the ship returned to Sydney. On one turbine and listing at an angle of almost 40 degrees with a large hole beneath the quarter deck it was taken up to the Cockatoo docks for repairs. During this time Watson was expanding and more fibro building were being built to accommodate the intake of new radio mechanics for training. There were still no facilities within the depot for accommodation and meals. For a time lunch facilities were made available to us from St Peter's church at Watson's Bay. We were having great trouble with power failures at Watson with blackouts occurring as the radar equipment we were using was using a 10cm English radar operating on 180 v. 500 cycles and rotary converters from 220v. DC as used on ships at the time and 50 cycle 240v. through DC 220v rotary converters therefore we needed a 3 phase 415v. rotary converter to 220v DC to run this equipment.

We had to install a marine type diesel engine to drive a 220v. Generator to enable the equipment to run.

We were loaned a mobile 240v. single phase generating set from the army to keep the depot running while the blackouts were on. Most of this trouble occurred in 1944.

During this time the dock at Garden Island was under construction with one of the embankments on the western side being called Burma Road. Entry to Garden island was still by boat only. During this time my wife Mora was pregnant with our first child. David and I was living at Bondi Beach where my duties were of a roving nature. I sometimes taught at Watson's Bay or Garden Island where I worked with various officers in setting up radar equipment or on field work with the CSIRO. During October 1944 the HMAS Australia had been damaged in the bridge area from kamikaze aircraft requiring repairs to antennas and replacement of radar equipment. The ship had been taken to the Island

of Espirita Santo which is just north of Noumea in the Coral Sea. I was detailed to be one of those flown there by RAAF Catalina flying boat from the RAAF Base at Rose Bay, However my wife Mora, had become very sick with toxemia (AKA pre- eclampsia ) and was hospitalized at the Royal Women's' hospital, Paddington and at the age of 24 I was very devastated and applied for leave to be with her. This was granted and my groomsman friend R.M. ( H.O.) Neil Piermont replaced me on this duty. He wasn't very happy about this arrangement at the time but we still remained friends. After 3 weeks our son David was born 3/12/44 and both mother and baby did well.

My son David will be 60 on the 3/12/04 and works as an oral surgeon in Busselton WA. With HMAS Hobart having such extensive repairs at the docks on Cockatoo Island I was transferred to the dock yards for work in installing the latest radar equipment. Due to the most secret nature of this work dock yard employees were not allowed where the equipment was being installed and this work was conducted by radio mechanics like me.

I was still registered on the HMAS Rushcutters books on an outside allowance- I had to travel by tram to St Vincent's Hospital, Darlinghurst and then walk from there through King's Cross to Garden island passing the docks under construction to catch a work boat to Cockatoo Island docks to the HMAS Hobart. I worked mainly on the microwave radar sets and other installations in the radar operations room. Lt. Bumside was the officer in charge of the radar on the ship and Captain Dowling was the C.O. of the ship. It was then requested that I remain with the ship and responsible for the microwave sets that had been fitted. The ship left for Jervis Bay where we anchored off HMAS Creswell (the old naval college). Overnight more shipping had been lost due to Japanese submarine activity. It was decided in a hurry that we return to Sydney the next day and hasty plans were then made to carry out the trials in Bass Strait and Port Phillip Bay. During the time of the refitting the ship had been fitted with the first PPI display and we had excellent display of Port Phillip Bay and shoreline from the centre of the Bay also we had a skyatron fitted in the radar operations room. This was fed from our air warning set 281 and also



height estimations were fed into the plotting room of aircraft. Because of the heat in the operations room generated by the skyatron this room was the only area on the ship that was air-conditioned. The ship performed well except the trials in Bass Strait were not very comfortable because of the speed and zigzagging of the manoeuvres. One problem we did find was that there was insufficient 220vdc to run all the rotary converters for all the RC operated radar and other electronic equipment and thus the auxiliary generator had to be operated. After weekend leave at Port Melbourne we returned to Sydney. After a short break in Sydney we sailed north up through the Coral Sea to the Admiralty Islands to join up with the US fleet that the Australian squadron was attached to. This was at Seeadler Harbour on Manus Island. While there, a stream driven turbine DC generator was taken on board to increase the overall 220vdc power. This was carried out by

the shipboard engineering staff. Whilst there the HMAS Australia arrived from the Luzon area of the Philippines after being attacked by Kamikaze aircraft. The bridge area was heavily damaged and many casualties had occurred. She returned to Sydney for dockyard repairs. The Hobart then proceeded to the Philippines to join up with the rest of the fleet to carry out with the liberation of the Philippines which is an area of numerous islands. We arrived at the Lingayen Gulf area where the fleet was using Subic Bay as a base. Our air warning radar set 281 was relied on by the whole fleet as air warning of enemy aircraft as we could at times detect aircraft up to 300 naut. Miles and also because of the low pattern from the 281 antennae we were able to estimate height and this was necessary for intercepting aircraft to prevent them attacking the fleet.

Land fighting was occurring all across the island. We entered the Manila Bay one week after it had been captured but were unable to go alongside due to a large number of ships that had been sunk there. Only their funnels and masts visible above the water. We had to anchor offshore and were taken to Manila in landing barges. The city was terribly damaged. After this short visit we returned back to Subic Bay and our next move was to Cebu Island. We carried out the capture of Cebu city with the aid of many ships and aircraft

carriers which took place before dawn and was finalized by midday. From here we returned to base at Subic Bay. It was continuous work keeping all our radar working. We had a lot of trouble with high voltage transformers in the display units. This was due to the high humidity moisture content.

In Subic Bay we had a US navy repair ship where we could have transformers rewound and proofed against humidity. During this time we were detailed to participate in an invasion force acting as artillery for the landing of Australian troops at Wewak in PNG. This was carried out during the day, and at night we would steam away from the coast with the heat being unbearable. I was unable to sleep below deck I slept on an American fold up canvas stretcher under a sheet on the upper deck however one night I was nearly frozen with a tropical downpour and had to rush with others far cover in the hot steamy interior of the ship.

On completion of the landing we traveled back to Subic Bay in the Philippines. Food was not the best on board as the supply ship could (not) keep up with our movements. At one stage the cooked rice was full of weevils and the meat supply was not the best and everything else came out of cans or was dehydrated. We had a breakout of 'Delhi belly' (gastroenteritis) and almost everybody was affected. The sick bay staff was working overtime to cope with this sickness. We were able to get better supplies from the Americans and everyone gradually recovered.

The next move was to the south to participate in the Australian landings in Borneo. On passing the last of the Philippines islands we participated in the liberation of Tawitawi. The Japanese were trying to escape the island in boats and barges and no mercy was shown to them if they did not surrender. We had two aircraft carriers with us that gave us air cover.

The first landing that we made in Borneo was at Tarakan. We started bombarding the landing site at midnight to give cover for the Australian troops who commenced landings from barges from the beach. There were heavy casualties amongst the Australian troops which was due to the Japanese having made tunnels in the hillside



where they could bring out their artillery to fire at the landing troops. One of my old mates from the Fingal Surf Club of Fingal Head was killed in that landing. From here we participated in the landing of troops at Brunei. Our air warning radar proved to be very effective when we acted as air guards for the fleet and in particular at night. Japanese aircraft gave the information of height, range and direction to the American Black Widow night fighters which were then able to intercept before the raiders could reach the invasion fleet. Our next action after this event was at Balikpapan in the Makassar Straits on the eastern coast of Borneo. Our supply of six inch gunnery shells were dropping at an alarming rate and we were just beyond the breakers to the coast firing at various targets from information supplied by spotting aircrafts ahead of the advancing landing force of Australian troops. After this action of two weeks we had to make the long journey in a zigzag manner from here to the Admiralty Islands to pick up ammunition.

We were traveling at high speed and on one of the nights we picked up an our radar torpedo boats coming at high speed towards us. It wasn't until they got into close proximity that we were able to contact them on RT as to who we were and what our mission was. After returning to Subic Bay we were only involved in one incident where three Japanese cruisers were trying to escape along the Vietnamese coast north back to Japan. We set out on the early hours of the morning from Subic Bay traveling at high speed of 30 knots across the South China Sea. It was amazing to see that many US destroyers could not keep up the pace. Black smoke would escape from their funnels and they had to pull out of this charge. By midday long range bombers and torpedo aircraft were able to sink the Japanese cruisers and we then returned to Subic Bay.

The atomic bombs had been dropped in Japan and they immediately sent out a request for peace. Japanese envoys came down to Manila from Japan to discuss surrender. The whole fleet in Subic Bay became active for peace as all American ships were alcohol free and consequently our ships became the area for celebrations! It was then that the whole fleet was

directed to assemble in Tokyo Bay for the 'signing of the peace'. When we arrived there it was the largest gathering of naval ships I had seen and we were not anchored far from the Missouri. This is where the Japanese came aboard to sign the 'Peace Treaty'

One thousand piston engine aircraft flew over at that moment which made the ceremony more memorable. The return to Sydney took two weeks and made us the first ship to return from the 'signing of the treaty'.

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## **Maurice Francis Pritchard**

Maurice signed up in the RAN Reserve on the 5<sup>th</sup> of December 1944, and was assigned the official number of PM7860. At this time Maurice had qualified as a "Sparker" and held a 1<sup>st</sup> Class Wireless Operator's Certificate, so he became a Naval Telegraphist. He spent the next three months improving his Morse Code and typing proficiencies at the Flinders Naval Depot Signal School.

It was during March 1945 that he learned of a Radar Mechanics course at HMAS Watson, and he applied to the CO at Cerberus for a transfer. As he had good knowledge of radio theory his transfer was approved in April, and he joined a class of 5 others who were training as RMs. Accommodation at Watson was limited, so Maurice was billeted at Balmoral, and taken daily by to Watson by a steam boat.

All completed the course during December 1945 and were granted leave pending drafts to various ships. Maurice had the unusual experience of being drafted to not one but two ships, HMAS Echuca and Deloraine. These ships then spent much of 1946 minesweeping in tandem in the Rabaul, Kavieng, Solomons Islands area. While serving in Echuca, Maurice kept himself busy doing extra curricular duties. Some of these were mailman, keeping the captain's stamp book, correcting all the ship's charts, minding the echo sounder, and even peeling spuds for the ship's company.

After a year in HMAS Ecucha, Maurice had an accident resulting in a broken finger. This gave him a lot of trouble such that he was sent to the Heidelberg (Victoria) Repatriation Hospital for surgery to trim off a sharp bone at the location of the fracture

This tour of duty finished at Christmas 1946, when Maurice returned to Melbourne to spend the next 6 months at Williamstown Dockyard. During this period he was living at home. It was while he was at the Dockyard that Maurice met up with some of the Torrens lads, Ross “Lofty” Watson, Bob Flower and Ken Donald.

Soon after, Maurice joined the RANVR and spent time at HMAS Lonsdale training Reservists until 1957. As a Reservist, Maurice reports that he enjoyed the various experiences such as a five weeks sea going voyage on HMAS Melbourne to New Zealand. Interestingly, after completing his training at HMAS Watson in January 1946, Maurice never again met up with any of his classmates.

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## Hilton (Tony) Ramsay

Tony joined the RAN on 21<sup>st</sup> May 1943 as an Ordinary Seaman 2, when he had nearly completed the New Entry course, unaware he had been recommended for S/Torpedoman, he decided to apply for the Wireless Mechanic course. Before being accepted he spent many nights at Officer Training Trigonometry classes and had to memorise the first 90 pages of the Torpedo Handbook, and then, ‘against my better judgement’, said the selecting officer, he joined 25 class for Wireless Mechanics at the Melbourne Tech.

He and three WMQ’s shared a room at the YMCA. Unfortunately Tony contracted Scarlet Fever and Pneumonia simultaneously and was sent first to Heidelberg then to Fairfield Hospital for a long spell. On return no RAN courses were available so he joined 49A RAAF class until RAN 26 class arrived. From Canberra he was drafted to HMAS ‘Moreton’, Brisbane. The need for a WT workshop at the ML Base, ‘Comeslie’, was obvious. Lieut. Fitzgerald, the PWO agreed

and for 15 months Tony serviced ML’s AT5/AR8, HDML’s TW12 etc. with a minimum of equipment. HMAS ‘Moreton’ had a Palec valve tester that required a separate layover card with the switch settings for each valve group. There wasn’t any tester available for the ML Base. A newly arrived University Super Tester was the centre of a window display in Homecraft’s store in Brisbane. All the valve settings were on a roller within the instrument and it worked on either AC or vibrator. Tony armed with a Navy requisition order fronted the counter and so ‘the Display Only’, ‘one off New Model’ was reluctantly given up to Tony and finally for his 25 pounds, he and the ML Base had a valve tester at last. His ‘patch’ was from Peter’s Slip, Toowong, to Moreton Island where the Cowan Cowan signal station had a 3BZ. ‘The Pile Light’ that marked the channel entrance had a Briggs & Stratton Charger to service (note 2). The ‘lighthouse’ was a wooden octagonal single storey building elevated on steel girders resembling a present day oil rig. The ‘landing’ was a girder jutting out and when the wave lifted the boat Tony had to jump, with tools, then climb 40 ft. up a stairway. ‘The Pile Light’, once the home of the two keepers, no longer exists, it was demolished by a ship sometime after the war. The Royal Navy arrived and the HMAML Base became known as HMS Furneaux. HMS ‘Both’, a seagoing tug, attached to the British Fleet had an ongoing unsolvable transmitter problem, worked on some bands not others. Tony was sent and would you believe, a short-circuit from earth to antenna (note 3)! He says, ‘never give a mug an Ohmmeter!’ The Port Wireless Office got the glory and Tony got ‘Excellent Radio Mechanic’ on his Service Certificate.

Drafted to Madang in Nov.1945 he finally left Brisbane after 5 attempts on a DC3 VH-CUM for Townsville. Next day it was on to Cairns to join a Sunderland Flying Boat to Pt. Moresby where, while the passengers were disembarking into a boat on the port side, a fire tender extinguished a fire in No.4 engine on the starboard side. Next transport was a Martin Mariner to Madang but in the Finisterre Ranges it hit an ‘air pocket’, turned on its side to drop like a stone, you can imagine what happened to the passengers! The pilot eventually recovered control to land safely at Madang.

The Radio Mechanics listened enthusiastically to the Christmas talk by visiting PM Ben Chifley 'you will be out of here by the end of next month'. Ben was right, down the coast 180 miles to Dreger Harbour. HMAS 'Tarangau' was their new home! Why abandon a good 'operating base like Madang? Could it be that many thousands of US troops still occupied the Finschhafen area that had taken on an air of permanency complete with a large US War Cemetery? Dreger was previously the base from which J.F.Kennedy had operated from in PT109. There were three 90ft masts to erect and transmitting station to build. Tony's workshop was an abandoned US icehouse next to the new building where they slept upstairs over the transmitters. The power supply came from twin Southern Cross diesel alternators that were housed 100 yards away which ran day and night.

The US Army had a basket ball court of reinforced concrete with open sides and fully roofed where 16mm movies were screened. The projector having a limited light throw was on a platform suspended from the roof, accessed by a very long ladder. During the show the picture began to move in and out of focus, the droplights and the screen were swinging, the two projectionists left the machine running and skidded down the sides of the ladder. A GI shouted 'Earthquake', panic, everybody out, there was an almighty bang, branches fell off trees, the court building rose at one end and fell back. It was all over except on returning to the Ping Wo the ashen faced gangway guard described how the ship left the wharf (or vice versa) some 12ft limited by the mooring lines, to rebound slamming into the wharf. The earthquake reached from N.Z. to Japan. This basket ball court eventually became the RAN cinema with a fireproof projection box and twin 35mm projectors, a great improvement on the Madang cinema with coconut logs to sit on, no roof, and one projector stopping to change reels every 20 minutes. Tony was the assistant projectionist.

Being the only workshop mechanic, Tony was called to do a night job, (how about 1am) to Langemak Bay where ships took on water. A British LST303 for Hong Kong was leaving at 3am, it had a working set but its original

Westinghouse transmitter was faulty. Nothing could be done in two hours so Tony left on the return trip. At 2am a swinging lantern along the road brought the jeep to a halt. A New Guinea native asked for a lift, OK? Yes- low whistle- 5 more emerged from the jungle fully armed with spears, clubs, betel nut etc. 2 jammed in the front seat, 3 in the backseat and one on the front mudguard. The jeep groaned under the load. This could be sticky! Not so, Tony stopped where indicated and with a 'thanks' they disappeared into the jungle near their village that was under curfew. Tony was on his way with one headlight and noisy exhaust thinking how the RAN5 jeep had deteriorated since he had last driven it. Back at the wharf all became clear. This was not the Communications Branch jeep RAN5 from the new depot, this RAN5 belonged to the Ping Wo's captain who had accepted a 9pm dinner invite to the US commander but had no wheels and not a jeep left in sight! To say he was upset would be an understatement. Both jeeps had been sign written by the same painter and were identical in appearance. Tony on Captain's Report - Let off with a reprimand. What a night it had been!

The US Army had a BC band station, 'WVTA The Voice of Finschhafen', to listen to during the day while at night the Australian commercial stations were loud and clear. The Americans were well set up with 2 way divided roads in Finschhafen and numerous 'beach houses' built out over the water. The US had staged one million men to New Britain through the area. In its 'hey day' it had cross streets numbered from Finschhafen, Nth.10 (limited by the Song River) to Sth.96 street, a total of 106 streets, each a complete camp. Even when the RAN arrived the US still occupied beyond Sth.24 Street. Here the coloured and Filipino GIs had their open-air cinema with side wings to the screen painted in bright orange with giant Negro figures in Zoot suits and dangling chains depicted on them. The RAN was always tolerated, but no white GI would go there. This was one of several US cinemas available until the RAN started up their own.

100 squadron RAAF was also present in some strength but the AIF was limited to 5 men of the 'Perth' telephone exchange who called themselves, 'The Forgotten Five'. The RMs had

several happy evenings at their camp. Fishing with hand grenades they had a 44-gallon drum half full of fish cooked on a 'Choofer'. This was a closed-ended copper spiral tube with small pilot holes that vaporised the incoming fuel which was fed through a long hose from a petrol tank well away on a tree. The device got its name from the pulsating flare as each lot of gas fired.

The RAAF also had an open-air cinema that the RMs sometimes went to. One evening there was great excitement, one of the planes from Townsville brought in a WAAF, who became the only white girl in N.G. She attended the cinema under heavy guard and remained so until she was flown back to Townsville.

As the US Forces withdrew our relationship with the US deteriorated. 'Accidentally' the doors of the US Freezer holding all the depot's meat were left open. The RAN was hungry for a very long time. The US Army wanted to blow up the Mape River Bridge because they had built it after the original had been destroyed. The RAAF threatened to shoot the first person touching it, so the bridge survived. Some of the crew of the visiting HMAS 'Condamine' did not improve the situation when they stole the US Marshal's favourite pearl handled 45 pistols while he was at a dinner party. No trace of the pistols could be found so the RAN flew a diver from Brisbane who successfully recovered the pistols from under the 'Condamine'.

Equipment was destroyed by Jap working parties with Filipino guards. Ammunition was brought in huge trucks driven by big Negroes to be loaded and dumped at sea by the barge full. Artillery shells were sometimes scattered along the roads having fallen from trucks. All the ammunition did not sink, mortar bombs in waterproofed cardboard tubes, floated in to litter the shoreline. A self propelled 'Bay City' Crane loading one of the barges toppled in, the tip of the jib barely visible under the water. That's it! Thought Tony. He underestimated the resources of the US. Several days later, in from the sea came a gigantic floating crane to fish the 'Bay City' out like a toy and put it on the wharf. An acre of mobile radar station trailers and unused automatic telephone exchanges, still in crates, were burnt, trucks and

Jeeps were pushed into the sea from the end of the various wharves.

The Jap commander, in a white Jeep with white helmeted US MPs, had to salute as he was driven past while Tony walked. Not so the prisoners jammed in the trucks, they would have a spitting contest as they passed by safe from being punished, as there was no chance of identifying them. Their 'home' was a barbed wire and coconut trunk posted enclosure at Finschhafen. Finally the US War Cemetery was removed possibly to Guam and much later the adjoining Australian War Cemetery was moved to Lae. To his recollection, only a few men of the US Graves Unit remained.

The Government would have been pleased with the outcome!

Tony sailed in the 'Diamantina' on the 30<sup>th</sup> May 1946, with an Air Sea Rescue launch in tow. In heavy seas in the Huon Gulf the harness slipped from the ASR tearing off its rudder and propeller, the ship returned to Dreger Harbour having travelled only sixty miles in 24 hours. After repairs to the ASR, the 'Diamantina' with the ASR again in tow, sailed for Port Moresby, where some of the passengers or crew got drunk and were involved in a serious crime in the Papuan Hotel. Luckily Tony and a friend, while sight seeing, were invited as guests to the RAAF Officers' Mess at Jackson's Field so were totally unaware of the upheaval in the town. To prevent the offenders being charged by the police the ship left at 4am. As punishment the captain would not allow the ship to berth in Townsville but stood off at Palm Island. Because of the 'tow' it took twelve days to reach Sydney. Tony was discharged 25<sup>th</sup> June 1946.

#### Author's Notes:

1. At this time, RM's were allowed to find their own accommodation and pay for their meals with an allowance of 9 shillings per day for this privilege. Tariff for a 4 berth room at the YMCA was 4 shillings per week. The YMCA building was located on the south west corner of City Road and Sturt Street South Melbourne, quite literally 15 minutes easy walk across Princes Bridge and



up Swanston Street to the Melbourne Technical college for daily lectures.

2. All equipment in the Pile light was DC battery operated, hence the need to provide a charger to keep the battery voltage at the correct level.

3. Although this was a short circuit for direct current, at some frequencies the wave length presented a high impedance and radio transmission was satisfactory. But at other frequencies, the impedance was sufficiently low to cause all transmitted output to go straight to earth.

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## Russell Routh

Born 6/3/1921

Russell joined the R.A.N. as an Ordinary Seaman on 3 February 1943. On completion of the mandatory 4 months recruit training at HMAS Cerberus on Western Port Bay, Russell was drafted to HMAS Lonsdale to commence his six months training in wireless theory and practice at the Melbourne Technical College (RMC). Russell was told that this course was normally 2 years duration.

Accommodation at Lonsdale was at a premium, so those who had homes in Melbourne were encouraged to live at home, for which they were paid 'lodge & comp', a lodging and compensation allowance. As Russell lived with his parents in their Malvern home, he travelled along St Kilda Road by tram each Monday to Friday straight to the RMC for training, fortified by lunch of sandwiches which he bought in town.

Russell's class, RAN24, completed their basic training in November 1943, and this occasion was celebrated with a class dinner at Melbourne's Federal Hotel (Collins Street near Spencer Street), on Thursday 18<sup>th</sup> November, followed by an evening of entertainment at the 'Tiv', the Tivoli live theatre.

Russell recalls that for most Saturdays of his training period, he and others in his class were required to present themselves at the Lonsdale barracks for about 2 hours of marching, standing

to attention and all the other Navy squad drill requirements. Other than this, life revolved around learning about the mysteries of wireless telegraphy transmitters and receivers.

Having successfully completed his basic training at the RMC, Russell and his class of 23 young men were drafted to Sydney for specialised technical training at HMAS Watson in radar. Accommodation in Sydney was also at a premium, so again Russell was on 'lodge and comp', this time at the Allied Services Club in Macleay Street Potts Point. Following is Russell's account of his career in Australia's armed services, compiled in January 2005:

I joined the Australian Army on 5/8/41 as Private V40768, "I" (Intelligence) Section, 24<sup>th</sup> Battalion, 10<sup>th</sup> Brigade 3<sup>rd</sup> Division, and served in that capacity until 2/2/1943. I then transferred to the Royal Australian Navy on 3/2/1943 as an Ordinary Seaman. Then in date sequence I moved as follows:

3/2/43 to 15/6/43 HMAS Cerberus New Entry School training with the official number of PM 5680 R.A.N.R.

16/6/43 to 14/1/44, based at HMAS Lonsdale for Radio Training at Melbourne Technical College

11/2/44 to 9/3/44, Leading Radio Mechanic HMAS Cerberus

10/3/44 to 3/6/44 HMAS Watson as PO RM

10/6/44 to 16/3/45 HMAS Rushcutter and Leichhardt Repair workshops with RAN official number 26985

17/3/45 to 7/10 46 HMAS Quiberon

8/10/45 to 3/12/46 HMAS Watson

4/12/46 to 18/12/46 HMAS Lonsdale for demobilisation

It should be noted that the foregoing information was taken directly from my service certificate.

After more than 60 years, it is difficult to remember all relevant details precisely, but here are a few points which have stuck in my mind.



I don't remember having been taken to sea for even a few days during my initial training, a fundamental activity which I felt should have been basic to all recruit training

Some of the people I remember are Brian Harvey from Adelaide, and Neville Anderson. Others were Frank Bedford who became a pharmacist in Melbourne, Doug Cowan from WA, Eric Hewitt from WA, Don Laffey, Don Lawson who was also at Leichhardt and is now deceased, Geoff Flint who became a Melbourne dentist and is now deceased, Charles Barker who also became a Melbourne dentist. A particular friend of mine was Bruce Scholes who settled in Benalla, and is now deceased. He worked at the Leichhardt Repair Centre. During our off duty periods, we frequented the Allied Services Club, doing our bit to improve relations with members of the opposite sex. I also remember particularly Neville Rice who was at Leichhardt, and George Holland who I think was from 23 Class.

The Radar Mechanic whom I relieved on Quiberon was Pat Devery. I took passage on an RN destroyer HMS Urchin, from Sydney to the Philippines to join Quiberon at Leyte – or it may have been Manila.

(Editor's note: All names mentioned by Russell are listed in the Master File)

Quiberon carried only one Radio (ie Radar) Mechanic and that, I think, was the case with all RAN destroyers at the time. This had advantages and disadvantages for me – nobody could tell me what to do, but there was nobody I could turn to for help if I needed it. My experience at Leichhardt was quite invaluable for solving any problems I met on Quiberon's sets. At Leichhardt we dealt with sets which had faults on which Radar Mechanics had not been able to fix at sea. In those days as soon as a Radar manufacturer thought of a new and better idea for a set, it tended to put it into production almost straight away instead of spending the enormous amount of time, effort and energy which would have been spent in peace time to get any bugs out of it first. Thus in spite of any amount of routine maintenance being carried out aboard ships, the development of faults was common. Also in those days, you had to usually detect a faulty

individual part and replace it, rather than having a whole new circuit to put in its place.

Quiberon's operational service during the period I was on her, was largely with the British Pacific Fleet in the areas around the Sakishimas and Ryukyus (near Okinawa). These places had airfields used by the Kamikazi bombers whose main aim was to get the flight decks of our (aircraft) carriers ablaze so that our aircraft which were trying to intercept them and bomb their airfields could not land on their flight decks. Thus when that happened, the pilots had to ditch and destroyers like Quiberon picked them up.

We were also involved in protecting the fleet from Jap submarines and any surface craft all the time. This was particularly important the case in early August 1945 (when) we were with several British and American Battleships and cruisers which bombarded the Japanese coast just south of Tokyo to cut a railway and destroy an industrial complex.

After the war finished we were in such things as being one of the first Allied ships up the Yangtse-Kiang for several days picking up emaciated Australian and other POWs from Keeling, a port in North Formosa (Taiwan), ferrying a Company of Dutch Ambonese mercenaries from Macassar to Polopo (both in the Celebes now Sulawesi) to put down – temporarily – an Indonesian uprising. Some of us were rather unhappy about doing this as we had previously been at Polopo for several days when it was in Indonesian hands and had made friends there among them.

After a while, Quiberon came back to Australia, and was then off to Japan for several months as part of the Occupation Forces.

In the process of compiling this Cameo, I was asked to include some personal anecdotes. So here goes

1. At FND New Entry School one day, the CPO taking us said "Who would like to ride a motor bike?" Nearly everyone put up their hands. He said, "All right, you'll do", pointing to one of us, "I want you to go on a short errand to about a mile outside the Depot and deliver this parcel. The bike is just out there behind the shed". The rating

came back quickly. "There is no motor bike out there Chief, only a push bike". "That's right, you're the motor. Off you go".

2. During Smoko one day, another CPO said, "Now we are all off duty at the moment and on Smoko – everyone clear about that?" "Yes Chief". "Hands up those who would like to be alive at the end of the war". Everyone put their hands up. "All right, well I'll tell you what to do. Do what you are told, go where you are pushed, and NEVER volunteer for a thing. Above all, never volunteer for a boarding party".

3. At the end of our time at the New Entry School at FND, the officer taking the parade said fall out all those ratings with a pass in Leaving Certificate Physics." A tiny band of us fell out and we were soon spoken to by another officer. "We urgently need more Radio and Radar Mechanics in the Navy. Your educational background will enable you to complete a course of training for this more easily and quickly than other people. As you know, in the Navy we believe in the volunteer system, so I'm going to regard each of you as a volunteer to take this course!" We were then taken to see another officer – I think an Education Officer – who allowed any rating who objected strongly and pushed hard to be excused from taking the course. But it was touch and go. It just so happened that it suited me to take the course as I felt I had always been rather impractical and poor with my hands, and this would be good for me.

4. In Shanghai there were a lot of White Russians, and there was the International Settlement and the French Concession. It seemed that the Japanese had interned or otherwise disposed of most of the white males but had left the white women. We were white and we were male, so some of these white women were rather pleased to see us.

5. We were at Macassar tied up alongside the wharf from just before to just after Christmas 1945. On Christmas Day, some of the crew got VERY drunk whilst on shore leave on local "wood alcohol", jungle juice or whatever, and came back on board and threw a lot of equipment in the galley over the side of the ship into the sea.

The next day, Boxing Day, the First Lieutenant – quite a good bloke by the name of (name withheld) called a parade of the entire ship's company at which he arraigned the culprits in a rather and formal legalistic manner, rather like this (as best my memory serves from almost 60 years)

The atmosphere was serious, solemn, tense, electric: "Able Seaman 'Smith' & 'Jones' you are charged that on the 25<sup>th</sup> day of December 1945 you did cause to be deposited over the side of His Majesty's Ship Quiberon, galley property to wit one bain marie for the use of cooks in the said galley"

"Able Seaman 'Brown', you are charged that you caused to be deposited over the side of the said ship sundry saucepans to wit four large, seven small, cooks for the use of".

"Leading Cook 'Black', your offence is that you caused to be deposited over the side of His Majesty's Ship Quiberon on the aforesaid day a number of frying pans, to wit four porcelain, three aluminium, to wit one large, two small".

And so it went on. After another one or two 'to wits' someone towards the back called out 'To whoo'. The ship's company couldn't contain itself, the atmosphere was broken and most people tittered if not laughed. The First Lieutenant, to his credit, pulled his face straight to prevent himself smiling, and carried straight through the charges. He did not say "Fall out that rating", nor did he seek out the person afterwards. I guess we all knew that owls were supposed to say 'To wit to whoo' but what made the comment particularly relevant was, I think, that it just so happened that many of us had studied Shakespeare's "Loves Labour Lost" at school and knew the lines in it "To wit to whoo, a merry note while greasy Joan doth keel the pot". So fitting for something about a galley.

6. Whilst in Japan in 1946 we spent four days at Toba, a little pearling village across the peninsula from Osaka. A young Japanese man walked up to me and said "You teach me English, I teach you pearls". "OK" I said. The next four days were useful for both of us. It enabled me to buy a good choice of pearls to give to friends and relations

7. In Tokyo I bought a lot of mink skins for cash and barter. (When the ship returned to Australia before going to Japan I bought a lot of cigarettes, soap and clothing etc to sell for cash or barter in Japan). I took these to the Customs House in Circular Quay, paid the duty, got a Customs Clearance Certificate and, armed with this, sold the skins to Mr Biber of Biber Furs at a good profit.

Russell was drafted to HMAS Watson, then HMAS Lonsdale and demobilised on 18<sup>th</sup> December 1946 in Melbourne, the city of his enlistment.

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## Norman Leslie Saunders

A Brief Resume of the Working Life in Both The Civil and Naval Spheres

Born: Kalgoorlie - Western Australia Date of Birth : 22/01/1920

1.0 After completing schooling at Eastern Goldfields High School I commenced a five year indenture in Electrical Fitting with the Boulder Perseverance Goldmining Company at Fimiston Western Australia

During the course of my indenture the Second World War was declared. I could not enlist in the Navy as I wished to because of my being an apprentice.

2.0 At the completion of my indenture in early 1942 I once again applied to join the Navy. For some abstract reason which eludes me to this day, I could not be accepted as an Electrical Artisan with the rank of Petty Officer but had to accept the classification of "Wireman". My official number was 26085

3.0 On 25/08/42 arrived at HMAS Cerberus to commence duties as dictated.

4.0 On 23/10/42 drafted to HMAS Lonsdale to commence training as a Wireless Mechanic - This followed my application to be trained in R.D.F. Later to be renamed "Radar"

5.0 Completed training on 23/02/43 and drafted back to HMAS Cerberus for training on Naval Equipment, and from there to Naval Transmitting Station at Canberra

6.0 On 03/07/43 drafted to HMAS Rushcutter to commence training at RAN Stn. 184 - South Head - Sydney as a Radar Mechanic.

7.0 Completed training at 184 after which I was appointed a Lecturer in Radar at 184.

8.0 On 28/11/43 was drafted to HMAS Leeuwin (Station 276) a training, operational and fitting out base. During the period at this base I was appointed Act Petty Officer and later to the substantive rank.

9.0 Demobilised from the Navy at the end of World War II and on the First March 1946.

10.0 At the start of the academic year 1947 I commenced as a rehabilitation student my studies for the Associateship in Engineering at the Western School of Mines in Kalgoorlie. I completed this qualification in 1951.

11.0 At the end of 1951 I joined the Mechanical and Plant Engineers Branch of the Public Works Dept. Perth as a base grade Electrical Engineer.

12.0 In 1961 the Public Works Dept decided to create new Electrical and Mechanical Engineering Branches attached to the rapidly expanding Architectural Division of the Dept. I was appointed to establish the new Electrical Engineering Branch and having established it, to manage it. This I did as Chief Electrical Engineer until my retirement. A large number of major projects were designed and the construction supervised/managed during this period. The largest being the Queen Elizabeth II medical centre at Hollywood an inner metropolitan suburb.

13.00 In October 1980 I was elected a "Fellow of the Institution of Engineers Australia."

14.00 In the year 2002 I was awarded the Centenary Medal by the Commonwealth of Australia to mark the 100 years of Federation of Australia. The award was in recognition of

my services to certain aspects of the Electrical Industry.

15.00 After retirement from the Public Works Dept. I was invited by a Firm of Consulting Engineers in West Perth to join the firm as a Consultant on a part time basis. This I did and stayed with this firm for approximately 14 years.

And so ends a rewarding and very satisfying working life

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## Clyde Scaife

Reflections of a "H.O." Radar Mechanic

Working as a laboratory assistant at the Walter & Eliza Hall Institute, I saw the newly built Royal Melbourne Hospital given over to the U.S. Army in early 1942, and rapidly filled with casualties from Guadalcanal and New Guinea.

When I turned 18, in January 1943, the Navy was advertising for laboratory assistants, so I joined up as a Sick Bay Tiffy, only to find that the training offered was boring repetition of the sick berth manual, and laboratory work was non-existent.

Fortunately I spotted a notice calling for those with leaving physics to apply for training as a Radio Mechanic, applied, and was accepted, joining class R.A.N., 19 at the Melbourne Technical College, now the RMIT University.

We were on strength at HMAS Lonsdale, the Port Melbourne shore base, but locals were allowed to live out, going ashore at 10 p.m. after supervised study.

The six-month course in radio was given by a civilian instructor, Mr. Asbornsen, (nick named "Aspro" ) in Campbell's Building in Victoria Street

Herewith a photo of RAN class 19, with "Aspro," published in the Melbourne Age about 13<sup>th</sup> July 1943.

Completing the radio course, we were promoted to Radio Mechanic IV, acting Leading R.M.

Those selected for Radar were transferred from the RANR to the RAN on a short term of two years or the duration, hence "Hostilities Only or H.O."

To mark our permanent Navy status we were issued with a new service number, a two inch cube of yellow soap, a pair of leather slippers, and a "housewife" sewing kit, which I still have, although it is a bit moth eaten.

We were transferred to the Sydney shore station, HMAS Rushcutter, for Radar training at Watson's Bay, South Head. (HMAS Watson did not then exist.) Completing Radar training, I was confirmed as LRM, issued with a wooden toolbox and tools, which I still retain.

I was then drafted to HMAS Penguin, to 'stand by June, completing her fitting out at Poole & Steele's yard in Balmain the third. man to join her, after the Chief Stoker and the Chief ERA.

Why the Radar Mechanic was sent so early is a bit of a mystery, but I had a good chance to get a few tiddly jobs done, and made the battery locker in the Port waist comfortable as my private space. This space began as a broom and cleaning locker before Radar was fitted

We had two sets, the A286Q air warning set with the bedstead array aerial at the head of the foremast, and the A272, aerial in the "dustbin" above the signal projector on top of the bridge.

Both sets were in what was originally the captain's bathroom, starboard side aft in the bridge structure, with the 272 transmitter under the ladder leading up to the bridge.

Each had a simple type A display on a five inch CRT. No PPI.

The museum ship HMAS Castlemaine has good presentation of slightly more advanced equipment, but placed facing the door, instead of aft.



When Junee commissioned and we sailed north, I quickly learnt that the officers knew little of Radar, hence were disinclined to trust it

I also learnt the value of the written operator's log book, so that, when called to the bridge to explain why radar had not reported the great Sunderland flying boat in clear view I was able to show that it had been reported half an hour earlier, with the operator told to "disregard."

If the Officer or the Watch could not see anything where the echo was reported it was deemed not to exist.

The Captain only trusted us after radar was able to show him a safe way out of a deserted, unlit, bay west of Darwin on a pitch-black night

Jap aircraft had become quite rare over Darwin in 1944, and the Spitfire pilots a trifle bored, however the 286 aerial required servicing, with the mechanic sitting on the top of the foremast, highly visible to bored pilots.

One would hear the growing roar of a Merlin engine, look around to see a Spitfire hurtling inbound at 400 knots, and cling to the aerial for dear life as it flashed past, so close the slip stream shook the mast, and the mug mechanic sitting on it.

Years later I learned from a fellow medical student that he had been one of those bored pilots buzzing sailors sitting on masts in Darwin harbour.

"You would lose sight of them about 400 yards out, count three and then pull back on the stick."

By the next year, reliance on Radar had developed, demonstrated when HMAS Manoora almost ran us down north of New Guinea., our 272 having drifted out of tune.

Nobody on the bridge saw a thing until the challenge was blinked out of the blackness of night.

Radar's greatest glory on Junee occurred when we were escorting a floating dock, YFD2 1, under tow by U. S. tug "Point Loma" from Hollandia, north towards the Philippines.

In the dead of night, with the tow making 5 knots, and Junee circling around, our 272 reported an echo on the far side of the dock.

Action stations, full ahead, we charged round to the echo position. Nothing, no sighting, no Asdic echo, chaos, confusion, mild concern.

All round sweep on short-range scale, and there was the echo, again on the far side of the dock. We raced around like the blue tailed fly, and again nothing, only to have the echo again reappear on the far side of the dock.. Finally, after we had lit up the world with star shell, the penny dropped.

We were getting a double bounce echo, the beam travelling from Junee to dock, to Junee with enough energy bouncing back from Junee to dock and back again for a second journey, giving a second, tiny, echo at double the range.

The captain took some convincing to prove this, by taking the ship slowly towards and then away from the dock, demonstrating that the second echo range was always double the range of the dock.

This was a ghost echo with a rare but logical explanation, but the radar boys on Junee had humble pie for supper for many a day.

One other little snippet may be of interest to surviving HO RM's

How did it come about that PO RMs were messed with the, seaman PO's rather than with the ERAs ?

Well, on HMAS Junee we had a PO Mechanician, a permanent Navy chap who had entered as a stoker, and worked his way up to be a trade qualified fitter, and rightly proud of his trade status, messed with the ERAs, as was this upstart young pup of a Radar Mechanic, who was not really a trade qualified artisan.

This guy complained to the Captain, and then to NOIC Darwin, from which it went on up through channels to Navy Office in Melbourne, where a decision was made and promulgated as a policy, that henceforth Radar Mechanics were to mess with the seamen PO's.

Much ado about trade status.



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## James Ernest Henry West

PO R/Mech 26461 D.O.B.1917

### 1941

Aug. Put my name down at RAN, Forrest Place, Perth. I was a teacher at a remote country school. One train per week

Dec. School closed. Transferred to Boulder (daily train RAN insisted). However I was 'sworn in' Ordinary Seaman

### 1942

Feb 20. Report Cliff Street Fremantle for medical.

Mar 13 Forrest Place for F.N.D. There were 19 of us

Mar 19 Arrived F.N.D. Block D. Class 51

July Completed training as Ordinary Seaman

1. Schoolies came looking round for people interested in radio. 6 months course. No Takers!! Most of our 19 had degrees or Leaving Certificates

2. Then John Gloury came around wanting people with proven ability to study. Use your ability to serve your country. Pennington, Johnson and West volunteered.

July 23. Arrived HMAS Lonsdale for course at Melbourne Tech. RMIT. Tech 9 – 5, Phys Ed and meal then 7 – 9 Prep.

Mr Gloury (Headmaster Lieutenant) wonderful also.

Comm. Schoolmaster Matthews. Even the Phys Ed instructor was nice!!

Course seemed to start at Junior Physics level and I think we eventually built a superhet receiver.

Classes were about 30-40 comprising 7-8 RAN, 30 or so RAAF.

Mr Gloury insisted on 9% as RAN pass. RAAF 50% will do.

### 1943

Mar 1.

To FND Signal School to see RAN Wireless equipment under CPO Tel Snow Harper, but mainly I think.:

1. To change from round to square rig (We were given an allowance to go to tailors in Melbourne)

2. To change from RANR F4105 to RAN 26461. Now Acting Leading Wireless Mechanic.

April 16.

To HMAS "Rushcutter" to attend establishment at South Head (No Watson yet). We lived out (I was in Double Bay). A286P operating in asbestos hut. (Lt Cdr Strange, Lt Hughson, "Froggy" Pieremont, L/Tel Hayes, CPO Dalgliesh). Apparently also told about 271 & 285

Nov 11

To HMAS Kuttatubul, Port Radar Office. PRO (Lt Phil Norman, Eng Lt Alan Whitfield, PO Gilbert Trentsky, L/RM Frank Bate and John Fisher. Garden Island still an island. Corvettes being built at Morts Dock and Cockatoo Island by Poole & Steele. We finished the radar. Also work on Dutch "van Tromp", "Arunta", "Gascoyne", "Shropshire", French "Le Triumphant". Many Corvettes.

First job on arrival “Clean the aerals of HMAS Kanimbla” – a very scary climb up the stick and the aerals were quite clean. Was I a victim of a ‘new boy’ joke? I never found out. Boss Phil Norman advised us to get to sea or we would receive no benefits after the war.

**1944**

- Apr 6. To HMAS Lonsdale for overseas pool. Now on records “Bathurst pool”
- Apr 13. About 3 weeks waiting for party of R/Mechs. Used to go to pictures 3 times a day, We had to be on call 24 hours. LRMs Treager, Chapman, Wise, Steel, Soar, West etc (9 I think)
- May 2. Embarked TSS “Nellore” for passage to Colombo depot ship HMS Lanka
- May 28. Arrived Colombo. To dockside camp.
- June 5. To HMAS Gawler. Messed with PO Stokers, all permanent Navy. Wonderful fellows, friends for life. R286P. Oil tanker convoys from Persian Gulf to Aden.
- Aug 15. Refit and scrape in Colombo. Got new E291 & E242. Beauty. Stokers had inclinometer in boiler room. They swore the new dome made the ship roll more. “Bloody radar” when cups etc fell out of racks.
- Oct 4. Escorted ship load of pilgrims, lights ablaze, to Mecca. Then based at Aden
- Nov 13. Aden to Bombay. Thence to minesweeping Palk Strait.
- Dec 25. Christmas Day in dock in Colombo. Back to Bay of Bengal

**1945**

- Jan 26. Huge convoy of workshop ships, 10 corvettes, a cruiser for Fremantle.
- Feb 10. Arrive Fremantle. HMAS Leeuwin leave.
- Mar 14. HMAS Rushcutter for Leichhardt workshops. Supervised 140 English LRMs. After 6 months replaced by English Wren LRMs. Lt Cdr Gordon Power, POs Porter, Mitchell, Phipps, Max Arnold, West.

**1946**

- Jan 29. To Leeuwin for leave and discharge
- Feb 19. Demobilised.

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**Gregory Allan Woodward**

The following has been compiled by the editor, then amended by Greg

Greg volunteered 28 July 1942, and was mobilised into the RANR on 9 September 1942 with official number PM4845. Following basic fitness and induction training as an Ordinary Seaman, Greg was transferred to HMAS Lonsdale for training as a Radio Mechanic. A Melbourne Technical College certificate shows attendance from November 1942 to May 1943 in the Special Full Day Defence Training Course for R.A.N. Radio Mechanics. Following completion of a further month of training at RAN Signal School at FND, on Naval W/T equipment, Greg was transferred to the R.A.N. on 17<sup>th</sup> June 1943 as Radio Mechanic, and advanced to Leading Radio Mechanic the next day, 18 July 1943. Greg was then posted to HMAS Watson in Sydney for specialised Radar training at Watson. Greg recalls that although they were trained as Radar Mechanics, the use of the word Radar was absolutely forbidden, so overtly they were Radio Mechanics. Accommodation in Naval establishments was at a premium, so Greg and 3 of his classmates, Perc Watkins Don Fraser and

Phil Gerrans, stayed for some nights at the Allied Services Club Potts Point, until they found and shared a large room at a boarding house at Bondi.

Following attendance at the Radar School HMAS Watson, 21 June 1943 to 11 November 1943, Greg was posted to HMAS Arunta. To get to Arunta was not at all straightforward. From Sydney Greg went by troop train to Brisbane, then troop train to Cairns, then back to Townsville by troop train, then to Milne Bay by HMV Duntroon. In Arunta, he took part in the bombardment of Arawe, and the Allied landings at Cape Gloucester & Saidor PNG. Arunta then returned to Sydney for a refit.

On 22 April 1944, Greg was posted to HMAS Norman. From then until 6 October 1944, Norman did convoy duties in the Indian Ocean, visiting Trincomalee, Colombo, Aden, Bombay, Adu Atol (Maldiv Islands) and the Seychelles Islands. Greg was promoted to Petty Officer Radio Mechanic on 18 June 1944, while serving in Norman.

Shortly after leaving Norman, Greg found himself in the Corvette HMAS Burnie on 16<sup>th</sup> October, which became his home for the next 17 months until 20 March 1946.

Burnie's duties were convoy escort and minesweeping, initially in the Indian Ocean, and subsequently with the British Pacific Fleet (BPF). Ships of the Australian 21<sup>st</sup> Minesweeping Flotilla were engaged in convoy duties close to Japan at the time of the surrender. Burnie escorted supply ships back to Leyte in the Philippines, then proceeded back to Hong Kong. The Flotilla cleared Hong Kong, Amoy and Swatow of mines before proceeding back to Australia in December 1945.

While in Burnie, the ship received a cypher machine, sometimes called "Type X". A quote from Greg's memoirs reads as follows:

"From memory, the machine was located in the chart room. Our Leading Signalman and his team operated the machine, but yours truly, PORM Woodward, was made responsible for its maintenance, and testing its performance.

We knew it as the C.C.M. (Confidential Cypher Machine) and I believe its purpose was for communications within and between ships of the BPF and the American fleet, with whom we operated from time to time.

I think our CCM would have had about a dozen wheels and it necessitated me learning to do one or two finger typing. The means of testing was to set up a code of letters in a line across the wheels, then type in the magical formula or message 'Now is the time for all good men to come to the aid of the party. The quick brown fox jumps over the lazy dog'

The paper ribbon which came out in a perforated cypher form was then fed back into the machine after the wheels (letter code line) were re-set; and if the message came out faithfully as originally coded, then the machine was operating correctly."

From Burnie in March 1946 till his demob on 2 September 1946, Greg was stationed at HMAS Watson.

NOTE: In the master list, one of Greg's ships is shown as Bathurst. Greg makes the following comments:

"My RAN Service Records show Bathurst Pool 7/10/44 – 15/10/44, the time between leaving Norman in Trincomalee and joining Burnie in Colombo. In this period I was at an RN establishment in Colombo – Chatham Barracks or Depot, and shared a hut with two seasoned RN PO Seamen, also enjoying, for the first time, a tot of rum with midday meals. I think Bathurst Pool means I was awaiting posting to an RAN "Bathurst" class corvette which turned out to be Burnie.

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Anon

This is a true story, except the name of the HO RM and his location have been changed to prevent him from being caught, and made to walk the plank. Let's call him Fred, and say he was stationed at the fictitious location of Big Bay.

Big Bay was a large forward base with perhaps 7,000 troops, many being US Marines and most in transit for front line duties. Fred was the base radio maintenance man. His workshop was a converted warehouse, the walls and roof of which were double layers of corrugated iron, with coconut fibre between to provide some measure of heat insulation.

Fred's billet was a mile or so distant and was part of the Australian contingent living and administrative quarters. Daily Fred would walk along the track from his billet to his workshop, periodically doing little forays into the jungle off the main track whenever he saw a fresh track had been made. One one occasion he came upon a cache of ammunition – thousands of rounds – and wisely left these be. A day or so later all had disappeared. Fred was glad this hazard had been removed from his domain.

On another occasion, following a fresh track, Fred discovered a timber case bearing the names Gilbeys, and Australia. This didn't mean anything to Fred, but he was intrigued to know what was in the box from Australia. Upon prising the box open, Fred discovered it was packed full of bottles of Gilbeys Gin and a brand of whiskey. On searching a bit further, Fred found three more boxes.

Now this was almost Aladdin's cave. So Fred hot footed it back to his billet to give the exciting news to his messmates, and to invite their participation in a rescue operation. None wanted anything to do with the matter, fearing unspeakable retribution if they were caught doing the honorable thing of preserving the misplaced assets while searching for the rightful owner. So Fred took charge of matters. He borrowed a Jeep, collected the four cases, transported the lot to his spacious workshop and here, restowed the 4 dozen bottles into a large upturned container.

Within 24 hours two significant events occurred. One was that the micreant who had been transporting the grog from the wharf to the RAN HQ Wardroom and who had unlawfully hidden it, returned to the scene of his crime, only to discover, as did Mother Hubbard, that the cupboard was bare. This person, who was well known as an alcoholic, immediately threw such a

horrific tantrum, that he had to be physically restrained in a steel cage. His condition deteriorated to the point where he was shipped back to Australia for specialised medical attention. At this point, Fred was the only living soul in Big Bay who knew the location of the missing Wardroom grog.

The other event was that the Wardroom recognised that a major theft had been perpetrated, and instituted searches. Fred's workshop was one location which was examined in some detail. And here is an interesting aside. Because Fred had unwittingly hidden the grog in an obvious place, there on the floor inside the upturned large container for all to see, the container was ignored by the searchers who focussed their attention on hidden nooks and crannies.

Feeling some measure of guilt, Fred decided to dispose of the 48 bottles of spirits. He figured that he couldn't return the bottles to the Wardroom. Because of the considerable elapsed time since the theft had occurred (some days) Fred feared he might be accused of illegally acquiring the grog in the first instance. Besides which , who would believe he simply found it in the jungle. So, in a spirit of international co-operation, Fred offered a bottle to a US Marine who paid Fred \$US 3-00. In the year 2005, the equivalent would probably be of the order of \$AUS 50-00. The law of supply and demand being what it is, within a very short space of time, Fred had graciously parted with all 48 bottles to deserving cases.

Author's note. I am under a genuine threat of severe admonition if I give even a hint as to the real identity of Fred, so on this matter, no correspondence will be entered into.

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## Chapter 2 - The Richardson Papers

This chapter should be read in conjunction with the Cameos in Chapter 1.

The background is that in 1996, prior to the thought of creating this history, John Saywell asked Alex Richardson to put together stories of HO RMs from the Melbourne Technical College classes 19, 20 and 21. Alex made contact with 6 of these, and persuaded each to write a “concise CV” to include prior RAN experiences, RAN service, post war happenings and appropriate anecdotes.

Having received these 6 CVs, and including his own, Alex then created a summary which he titled “A Resume of Eight (HO) Ratings”. The following pages in this chapter contain verbatim copies of this resume, together with each of the 7 CVs. The author is assuming that the missing 8<sup>th</sup> CV is that of Robin Lambert (Bob) Steele, whose name appears on Alex’s correspondence list, but for whom there is no CV, Bob having died prior to Alex attempting to make contact.

Other than minor editing here and there correcting some spelling, the texts remain unaltered for the reason, as explained in the previous chapter on Cameos, that it is most important that the style of the writer, hence his personality, comes through as strongly as his messages in the text.

In addition to these CVs, Alex recorded the following comments:

Sketchy knowledge of others in original Feb course. Ken Hayes became ill and rejoined the R/M course several months later. He became a noted stud breeder in Leongatha, Vic. and radio consultant in agricultural matters to get an AO last year.

Tom Pearson became PMG Engineer coming to Rabaul in 1953 then later in Port Moresby – then reported to be in Malaysia – no more contact. No knowledge of Phil Silberberg, Harry Teague, Ken (KH) Wilson, Jim Laws, Ivan Rosenove or “Tassie” Vincent.

Clyde Scaife joined our class as an SBA and has been reported to be a doctor for some years in Western Victoria. “Blue” Simons was a Warrant Officer Radar at Watson in 1947, but no more record of him.

### A RESUME OF EIGHT (H. O.) RATINGS.

Wartime recruiting to the R.A.N. encompassed a great variation in past experiences of the would be sailors. One group for example, contained one or more Athletes, Bookworms, Chemist, Dentists, Engineers, Forester, Geologist, and High School student. At the start of 1943, openings occurred for budding officers and radio mechanics, provided their background contained a minimum pass in Leaving Physics. Applicants included Technical students, Army Telegraphy, P.M.G, and University graduates with experience in Engineering be it Electrical, Civil, or Aircraft, Chemistry, or Agriculture. Our group involved personnel from Adelaide, Perth, Hobart, Melbourne, Sydney, Brisbane, and various rural areas. In 1943 some of these “applicants/volunteers/appointee /draftees” were offered Officer Training Courses, but were not interested in becoming “90 day wonders”, possibly going to sea on such craft as P.T.Boats or the like where the only barrier from the sea and you and high octane was reinforced plywood.

We gathered in February 1943 in FND, HMAS Cerberus, having all necessary injections, tests, and the usual indignities, were transferred bag and hammock to various quarters in Melbourne for the Wireless course at Melbourne Technical College.

Those cold concrete floors kept us awake for the 41/2 months of basic wireless training by “Aspro”. Further courses included Morse Code, R.A.N Wireless sets, army and airforce modified sets, etc, etc., leading to several weeks of Special Oscillators. Those chosen for this latter course were drafted to H.M.A.S. Rushcutter, but actually to the South Head

Training Establishment, isolated by the Army barracks on the the area that overlooked Sydney Harbour from Watson's Bay to the west and the sea over The Gap to the east. For this draft we became R.A.N. (H.O.) ratings with permanent Navy numbering signing some secrecy code, which I doubt if many read. Some of the group, after only a few months in the navy became acting Leading hands with no service stripes, A/LRM(W). This led to a few more months of special oscillators, special aerals, oscilloscopes, magnetrons, klystrons, wave guides, and other equipment barely understood. Some aerals were tiny knobs in the centre of a reflector, all enclosed in a plywood covered drum, others in the open air on top of the mainmast and resembling a bedstead, or four metal rods on the end of a bracket protruding from just below the crow'snest.

On completion of the various courses the new sailors were drafted to corvettes, frigates, destroyers, shore-based Radar and Radio workshops in Sydney, Canberra, Milne Bay, Madang. The navy career of our stalwarts covered further time in minesweeping, escort duties, and shore based duties utilitising their seagoing experiences. Those drafted to corvettes found themselves alone with the care of new radar sets that were different from those trained upon at Watsons Bay. Imagine being greeted under those circumstances by your Ship's Radar Officer with "You are the only intelligentsia for this equipment and my job is to keep the books such as they are, in safekeeping when you do not need them". This from the navigator of the ship just before going to Sea.

Personnel drafted to cruisers encountered radar sets never before heard of had at least experienced mechanics in the English and American equipment. Compare the A 286 modified from R.A. F. sets with the E.285 whose transmitter was several times larger than all a corvette's equipment.

Go to sea for the first time in a corvette with six equally inexperienced operators, several of whom were usually seasick during their

watch in a six foot by six foot cabin that is enclosed to avoid light coming during the day or going out during the dark hours. Three months of this ensuring the equipment was operating constantly with an average three to four hours of sleep per day was a real sink or swim experience. Some incidents not wanting repetition involved work on the mast. Who wants to be pushed off the ladder by a moving bedstead array being operated by your offsider from inside the cabin forcing you to hang by your hands on that aerial whilst deciding which way to bring you back to the mast. Try fixing the outer ABK counterpoise rod during a storm. Most of the time a fall would be into an angry sea. Try looking for a small craft on a moonless night off Japanese held coast picking up a group of commandos whose portable recognition equipment has been lost when they had been on the run for three weeks. Postwar saw some of the group qualifying further in Electrical Engineering in Melbourne or Sydney, others doing Accountancy in both these cities, gaining experience on pastoral leases in N.S.W., working with a Stock and Station agency, Oil companies gaining experience on pastoral leases in NSW, working with a Stock & Station agency, oil companies, and in forest management

By 1956 the group's activities spanned time in NW of N.S.W., business management in Sydney, Adelaide, and London, on H.M.A.S. Vovager, as accountant for a timber milling company with the Commonwealth Auditor General's Department in Rabaul. T.P.N.G., and biochemical work in Sydney and Adelaide.

By 1966 we were the manager of a Merino stud, a Director of Ferris car radios, R.A.N. Commander in Canberra, Audit Inspector in Canberra, engineers in Sydney and N.S.W. towns, Oil company technical and sales officer in Sydney, and forest management and research in Queensland

During the next 20 years, some expanded their businesses, became Secretary "watchdog" in big business groups, Assistant Auditor General, R.A.N. Commodore, some travelled

on business and/or pleasure to London, Bahrain, New York and many places in the world and Australia. One became a member of the award I.S.O.

Then in 1996 the group of eight enjoyed a reunion in Canberra after 53 years. It was as if we had only seen one another a week or a month ago. Most of us were lucky to have our wives still with us and they enjoyed the festivities with us. The only impediments to the constant reminiscing with renewed company were related to age; we needed our beauty sleep, all are over three score and ten, all needed a rest after several days activities and home and family commitments called.

Thanks to the organisers is the least we can say. WE HAD A BALL.

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### Tom Chapman

On leaving school in 1942 I joined the Navy as Ordinary Seaman S7797. My NSW Leaving Certificate secured a place in class 20 of the then Melbourne Technical College and later H.M.A.S. Watson. After qualifying as Leading Radio Mechanic (W) 26739, I was sent to H.M.A.S. Lonsdale and joined "Bathurst Pool" for passage in S.S. NELLORE to join the destroyer "NAPIER". I stayed with NAPIER until 24th October 1945 when the N class destroyers were transferred to the Royal Navy and her crew went to QUALITY. Next move was to H.M.A.S. Watson before joining ECUCHA, one of the ships making up the 20th Mine sweeping flotilla working off north Queensland coast. I left ECUCHA in April 1947 and was finally demobilised next month.

After leaving the navy I headed for a job on a sheep and cattle property in north western New South Wales. My knowledge of the pastoral industry was minimal and I had to learn a host of rural facts as well as to understand the habits of station people. Years passed and I became manager of a Merino Sheep Stud in Western New South Wales. Dorothy and I were married in 1953 and lived on the station which was then in a quite isolated area. Our two sons had their early

schooling lessons from their mother (with correspondence) before going to Sydney for secondary then tertiary education – wisely they opted for careers in the world of commerce and business. Advancing years caused a move to the Sunshine Coast where Dorothy and I set up house after selling our pastoral land.

The Radio Mechanics Association sparked an interest in life during the 1940s and resulted in the renewal of friendships formed during these years. Looking back on "the good old days" I feel that the H.O Radio Mechanics did very well, considering the basic training they received and the sometimes unreliable behaviour of their electronic equipment.

As the fighting against the Japanese was drawing to a close, NAPIER was part of the screen for H.M.S. INDEFATIGABLE in the northwest Pacific. Her last strike against the Japanese homeland was launched 15th August 1945, and the war was declared over later that day. To celebrate the occasion, one representative from each mess made up a party for drinks in the Wardroom – an unheard of event. We had barely gathered when the alarm bells sounded – a short long short long - —, - —, - —, - — for air alert. It would have been a desperate drinker who stayed to down his beer and all hands raced for their stations as the sound of firing could be heard. All clear came quite soon, the intruder having fallen victim of the carrier's fighters. Later radar contacts indicated other bandits but these came to nothing. Our drinks also came to nothing – a rumour had it that the Wardroom staff took advantage of the confusion and ensured no alcohol was wasted. No second invitation for drinks down aft was issued. The idea was a good one but the result could be classed as the last laugh for the Japanese.

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### George M Holland

EXPERIENCE AND TRAINING

PRE NAVY.

Leaving Certificate Newington College  
Stanmore NSW 1939. Cadet Engineer Cockatoo  
Docks & Engineering Co

Eng Diploma Student Sydney Technical College  
Seconded to National Oil Pty Ltd.  
Commonwealth Aircraft Corp. Eng. Trainee.

ROYAL AUSTRALIAN NAVY.

S 7806. Ordinary Seaman. 26882 Radio  
Mechanic. Port Radar Garden Island Sydney  
HMAS Hawkesbury.

POST NAVY

Returned to El. Eng. and Industrial Mgt. studies  
Sydney Tech. Graduated 1950

TS Skillman & Co Pty Ltd Sydney. (Production  
Supervisor) Seconded to TS Skillman & Co  
London. (General Manager) (Skillmans  
developed and manufactured multi channel  
telephone systems for telephone authorities in  
Australia and overseas).

From 1954 to 1959, I held various positions in  
management of Electrical and Mechanical  
manufacturing businesses. Studied Marketing  
and Commerce at Sydney Tech.

In 1959 I joined Ferris Industries Ltd as Director  
and remained in charge of Development and  
Manufacture until 1968 when the changes to  
tariff laws began the rapid destruction of the  
Entertainment Electronics Industry. Ferris were  
best known for car radio and Television set  
manufacture. Having severed ties with the dying  
electronics industry in 1968 I joined the Board of  
Newmetal Mines Ltd, and with my brother in law  
David Thomson set up the diamond drilling  
business Holland & Thomson Pty Ltd.

I picked up studying geology from Leaving  
Certificate 1939 level and studied Fluid Power at  
the Sydney Tech, I also studied drilling  
technology.

Newmetal Mines Ltd diversified beyond  
exploration and mining and invested in several  
fields including Merchant Banking, Iron and  
steel forging, liquor wholesaling and retailing,

abattoirs and meat sales and real estate  
development. I remained as Chairman of the  
group until the company was taken over in 1987.

Meanwhile I remained MD of Holland &  
Thomson Pty Ltd until about the same time when  
I handed over to David Thomson who still runs  
the company now concentrated in the Hunter  
Valley.

In 1970, Holland & Thomson needed a base for  
drilling operations in the Central West of NSW  
and we bought a controlling interest in Joma  
Engineering Pty Ltd in Orange which then had  
three employees. We purchased land and built a  
new factory. In due course Joma grew in its own  
right specialising in automation and employing  
around forty people.

I remained Chairman of Joma until December  
1996 following a takeover by the employees.

Also in 1970 I bought a small business in Sydney  
engaged in Centrifugal Clutch manufacture  
(Lawrence Throwgrip Clutches Pty Ltd). I  
regarded this as my principal employer since it  
provided me with offices at home and at the  
factory. I retired from LTC in November 1996.

From 1985 to 1996 I was on the Board of the  
Australian Drilling Industry Training Committee  
Ltd located at Macquarie University. I was  
Chairman for three years.

I am a Senior Member of the Institution of Radio  
and Electronics Engineers and a Fellow of the  
Institution of Engineers. Australia.

My wife Ruth and I have lived at Forestville,  
Sydney since 1952 and raised our seven children  
here.

I have always been in some kind of strife. When  
H.M.A.S. Hawkesbury sailed north to Papua  
New Guinea for the first time the "Bedstead"  
radar antenna above the foremast stuck at dead  
ahead and refused to rotate. I managed to  
convince the captain that it was better to risk  
losing the ship to enemy aircraft than to send me  
aloft and risk the Navy's valuable investment in  
training me. Safely alongside the wharf in Milne  
Bay I climbed the mast and sat comfortably on



the top with legs firmly locked around the antenna base housing. I cleaned the slip rings and brushes and called to my mate below to give it a try. He disappeared into the radar cabin and a healtly whirring sound left me basking in the joy of my skill and ability. Suddenly I realised that I was being swept off my perch by the rotating bedstead. Yelling loudly I grabbed the underside of the antenna and hung there slowly rotating around the mast. Far below I could see the bulk of the ships company gathering on the upper deck and a host of friendly natives on the wharf all fascinated by the antics of the radar mechanic.

My mate was still in the radar cabin checking that the repeat was working.

Now the specification states that the bedstead arrays rotated at one revolution per minute so it was only half a minute before I was hanging over the port beam. It seemed like hours. Of course my stupid mate finally emerged from the cabin and seeing me hanging there like a corpse from the yardarm rushed back and stopped the rotation. I remained hanging there whilst a debate ensued as to whether it would be better to return me to my perch clock-wise or anticlockwise. In due course they brought me back very smoothly and we had no further trouble with the antenna.

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## Alan Mangan

*The following is an extract of a letter written 17 December 1996 by Alan Mangan to Alex Richardson:*

Left Melbourne C of E Grammar School December 1 having completed "leaving year". Inducted into the army March 1942 and posted as a trainee telegraphist at Land Headquarters Signals Unit.

Transferred to RANR as Ordinary Seaman 28th August 1942 Official no. PM 5085. Transferred to RAN (HO) Official no. 26826. To HMAS Lonsdale 19th February 1943. (My papers show I was transferred to Radio Mechanics Branch on 15th September 1943) HMA Naval W/T Station Canberra 23rd September to 9th October 1943.

HMAS Cerberus 10th October 1943 to 18th February 1945.

LORAN maintenance course 19th February 1945 to 16th March 1945. HMAS Kuttabul (LORAN fitting party) 17th March to 31st July 1945.

HMA Naval W/T Station Coonawarra 1st August 1945 watchkeeping.

Transferred to HMAS Melville as Port Maintenance on LORAN from December 1945 to 28th May 1946. Discharged 12th June 1946.

## Post War

Joined Department of Navy for about 3 months. Joined Elder Smith & Company September 1946. Resigned 1950.

Married Margaret Jessie Kerr on 2nd November 1946. Celebrated 50 years of married bliss this year. ( Ed's note, this was written 17 December 1996). We have two boys David aged 46 years and Christopher aged 42 years. David and his wife Anne have two children Matthew aged 12 and Tierney aged 8. Christopher and his wife Tina have two boys Joshua aged 13 and Shannon aged 10.

Studied accountancy at RMIT under CRTS. Qualified as an Associate of the Australian Society of Accountants in 1953.

Joined a timber company (AA Swallow Pty. Ltd.) as Assistant Accountant in 1950. Resigned 1959. Joined Queensland Stations Ltd 1959 as an Accountant. This was one of a number of pastoral land investment companies controlled by the Trustees of the Estate of the late William Charles Angliss. I subsequently was transferred to the family investment company, Investors Pty. Ltd, initially as Assistant Company Secretary and later as Company Secretary.

I retired in May 1988 at which time I was Secretary to the Trustees of the Estate and General Manager of the group of companies above referred.

In retirement I play some rather bad golf, lunch weekly (not spelled weakly) with a group of

retired accountants, attend meetings of a Probus club, and my Masonic lodge, both of which I find informative and interesting.

(Editor's note: Alan then states that he whereas he remembers the names listed by Alex as being Alan's contemporary classmates back in 1943, he, Alan, has had no contact with any during the past fifty years.) Alan continues. Clyde Scaife was a doctor practising in Hamilton Victoria, and I will endeavour to make contact with him. I well remember Able Seaman Wilson who lived at Tea Gardens (sic) NSW, but I have not heard of him since the war. He joined the Rad. Mechs with another AB, who was a survivor from HMAS Armidale, but I am unable to remember his name.

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**James (Jim) W McClure**

Following is a copy of notes provided by Jim McClure to Alex Richardson:

Brief CV. J.W.McClure. DOB 5-12-24

- 1937-38 Junior Technical School Warrnambool Victoria
- 1939-42 School of Mines Ballarat. Elec/Mech Eng Diploma
- 1943 Joined RAN – FND Induction and Parade training 26881. To HMA Lonsdale for Melbourne Tech for Radar Course RAN 20  
  
To HMA Signal Station Watson for Radar course
- 1944/5 Joined HMAS Stawell in Cairns – complete Radar fit out and thence to sea
- 1946-48 Demob and complete BEE course at University of Melbourne – Rejoin RAN as Sub Lt (L)
- 1949 Training FND, Watson, Rushcutter
- 1950 Joined HMAS Australia as Lieut (L)

- 1951/52 Joined HMAS Warramunga – proceed to Korea
- 1953 UK – ASTT project – technical courses – trials team experience
- 1954 Return to Australia – HMAS Kuttabul for Test and Tune Trials Team
- 1956 Standby and commission HMAS Voyager. Lt Cdr (L)
- 1957/60 Garden Island Dockyard – SWE & GESO Cdr (L)
- 1960 To USA Norfolk Virginia – Armed Forces Staff College
- 1961/63 Staff of ANA Washinton DC
- 1963/65 HMAS Melbourne Cdr WEO
- 1966/7 Navy Office Canberra – Weapons Electrical Directorate
- 1968/70 Navy Office – Light Destroyer Project Director Captain
- 1970/74 UK – Staff of HC DSTO. A/Cdre
- 1975/77 DST – Head Services Programmes Canberra
- 1978/79 Dept Defence. Cdre.
- 1979 (Nov) Retired
- Then family activities, RSL and Rotary Club etc.
- Editor's note. Given that some of Jim's later experiences while holding senior rank would likely be classified and not for publication, within all of this history there must be dozens of stories and anecdotes that would make fascinating reading for any Navy man.
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**Tom Rees**

## R.A.N RADIO MECHANICS ASSOCIATION

RAN Course 19 (H.O)

### Pre-enlistment

Born 27 October 1919, Moorlinch, Somerset, England. Arrived in Australia, Perth, October 1926.

### Basic education:

#### *England.*

Infants: Church of England School, West Pennard, Somerset

Primary, Abbey School, Glastonbury Abbey, Somerset 1st Standard

#### *Australia*

1926-1933: Highgate Hill Primary School, Perth, WA, 1 to 6th Standard

1933-1937: Perth Modern School - Government Secondary School, Subiaco, WA. Passed Leaving Certificate - 1937

See Civilian Career for pre-enlistment employment.

### Enlisted

Port Adelaide 19 January 1943 - P/A3499. Probationary sick berth attendant.

(Home port subsequently changed to Fremantle - F5239)

### Naval Service

#### *HMAS Cerberus*

19 January 1943 to 24 February 1943 New Entry Training

#### *HMAS Lonsdale*

25 February 1943 to 29 August 1943 Radio Mechanics Course

#### *HMAS Cerberus*

30 August 1943 to 23 September 1943. Qualified Radio Mechanic (W) 23 September 1943 A/g Leading Radio Mechanic 24 September 1943

#### *HMAS Rushcutter later (HMAS Watson)*

21 October 1941 to 15 March 1944 Radio Mechanics Course

#### *Radar Survey Depot. Leichhardt (Sydney)*

16 March to 15 June 1944

#### *HMAS Ladava (Milne Bay)*

Radar Base Staff. 3 October 1944 to 14 April 1945 - including temporary detachment to HMAS Swan for approximately 4 months as ship's Radar Mechanic and Flotilla Mechanic Comm (D) on Swan.

#### *HMAS Kuttabull (Garden Island Sydney) Radar Base staff*

15 April 1945 to 25 August 1945

Confirmed as P.O. Radio Mechanic (R) 24 September 1945

### Demobilised

13 September 1946 - HMAS Leeuwin

### Civilian Career

Joined the Commonwealth Public Service in March 1938 as a Clerk in the Costing Section, Engineering Branch, Postmaster General's Department, Perth WA.

Transferred to Auditor General's Office, Northern Territory. Darwin, January 1940. In Darwin 1940 to 1941.

On February 20 1942 the MV 'Koalama'. on which I was returning to Darwin from leave, was bombed by the Japanese South of Wyndham and after a sojourn at the Drysdale Mission returned to Perth in March 1942 and spent approximately

two months attached to the Audit Office in Perth before resuming duty with the Auditor General's Office, Northern Territory, at Alice Springs until December 1942.

After demobilisation rejoined the Auditor General's Office in Sydney in September 1946 as an Audit Inspector. Promoted to Central office in Canberra in June 1959 and retired as First Assistant Auditor General in October 1981. Appointed a Companion of the Imperial Service Order (I.S.O. ) in the January 1981 Honours list for meritorious Public service.

My formal qualifications were Fellow of the Australian Society of Accountants and Associate of the Chartered Institute of Secretaries and Administrators.

### Family

Married Marcelle Margaret James in Sydney June 1947. Widower since November 1982. We had four sons Gregory (1950), Phillip (1952), Robert (1955) and Andrew (1960). Andrew died in June 1995.

Have three grand daughters - Sian ( 1984) Caitlin ( 1990) and Amy ( 1993) and two lovely daughters-in-law Sharon (Robert's ex-wife) and Sue (Phillip's wife).

All the family live in Canberra except Gregory who is in business at the Gold Coast Queensland.

### Past Retirement

Since retirement my interests are centred on family and golf. Member of the Federal Golf Club since 1962 and the ACT Veteran's Golf Association. Have been Hon. Auditor of the latter for some years.

Editor's note: Tom recalls names of members of his Melbourne Tech course 1943, RAN 19 (HO)

King RL - Roy (SA)

Shorland DA - Dave (Vic)

Richardson A (SA)

Laws MG (Q'ld)

Dawson H (WA)

Mills J – Happy (Vic)

Pearson RT – Tom (Vic)

Scaife C – Clyde (Vic)

Simons DJ – Blue (NSW)

Rees TR – Tom (ACT)

Silberberg P – Phil (Vic)

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### Alexander Compson Richardson

Born 17-10-1921 – Unley, a suburb of Adelaide. Father worked in the Irrigation Department , Ral Ral Creek near Renmark. Transferred to Mount Gambier Sth Aust late 1930 after a spell in Kadina, Sth Aust where I started Primary School. Mt Gambier Primary School to QC (Qualifying Certificate) for High School in 1933.

1934-35-36 High School, Leaving Certificate at age 15.

1937-38-39 Roseworthy Agricultural College. RDA at age 18.

1940. Labourer in Pine forest Mt Burr near Millicent Sth Aust. Then piece work felling for sawmill.

1941,42 Canberra Forestry School. Dip For (Canb)

1943 Jan 5 to FND HMAS Cerberus

Feb to Aug Melb Tech Radio Course with ophther 6 of class 19 RAN Course ie third full RANVR students with ex ship's Radio Officer Asbornjsen "Aspro" (Norwegian)

Late Aug – October FND Special Oscillators and RAN Radio

September 14 we became LRMs in perm RAN



October 43 to Jan 44 South Head Radar Course

Late Jan to Rushcutter for 1 day then Brisbane HMAS Moreton to assist fit out radar sets in HMAS Parkes when not assisting Allied ships' radar staff in repair work – good all round experience in many “new” radar sets

D Day to sea on HMAS Parkes till pay off in Fremantle December 1945

Closed radar down in Fremantle then Torrens in Adelaide. Drafted to Sydney May 1946 – maintenance Watson on many Allied equipment till demobilised at Leeuwin May 1947

June 47 to June 48 Mt Kustpo State Forest

June 48 to June 53 Mt Gambier State Forest

June 53 to May 60 Forest Management TPNG

1960 to 1981 Queensland Forestry Department

Retired 1981 developing interests in

a) Home garden course plus several friends

b) Lawn bowls at Moorbrook BC as inter alia Selector from 1977 to 1984

c) Fossicking and lapidary work

d) Travelling within Aust, England & continent, China, Japan back via a day in Rabaul renewing friends and forests after 25 + years absence, on second trip to New Zealand in 1986 broke a leg and very restricted since. Several months with our son in Kajang (25 miles from Kuala Lumpur)

1944 to Retirement village Nerang (Hinterland Gold Coast). With Betty we have initiated several attempts to steer “old ones” who come here to do little or nothing. Librarians – now have 20 helpers. Speakers Corner – monthly talk from “inmates”. Saints & Sinners Social Group to stir them up with invited performers from Gold Coast groups.

PS Have you mended an ABK aerial at sea in a storm? Have you mended a 272Q in a storm at night near Timor and touched the hot end of a

Klystron then when the bridge is trying to contact a commando group an hour or two from the Japs?

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## Phillip Grose Sullivan

The following account was prepared by Phil Sullivan January 6, 1997 and despatched to Alex Richardson.

Born May 1922 at Prospect S Aust. Followed the traditional Preprimary School curriculum, and Secondary School. Matriculation. Graduated from University of Adelaide – BSc majoring in Chemistry.

2 (a) Original RANR service number is not available as this was not included in the discharge certificate (Ed. Phil's RANR number was PA3480). Official No RAN HO 26880.

2 (b). HMAS Cerberus 5-1-43 to 25-3-43 Ordinary Seaman

HMAS Lonsdale 21-3-43 (sic) to 16-9-43 Radio Mech (W)

HMAS Cerberus 27-9-43 to 20-10-43

HMAS Cerberus 21-10-43 to 17-11-43 Ldg Radio Mech

HMAS Rushcutter 18-11-43 to 26-5-44

HMAS Ladava (Jon Jim) 27-5-44 to 7-7-44

Madang 22-9-44 to 21-10-44

Madang 22-10-44 to 22-5-45 A/PO Rad Mech

HMAS Kuttabul 23-5-45 to 6-7-45

HMAS Cerberus 7 Jul 45 to 16 July 45

HMAS Watson 17 July 45 to 21 Oct 45

HMAS Watson 22 Oct 45 to 30 Jan 46 PO Rad Mech

HMAS Rushcutter 31 Jan 46 to 7 Feb 46. Occupational DDN 6/46

During time spent at Madang seconded to HMAS Swan (Tom Rees), HMAS Colac (Denys Irving), HMAS Cowra, HMAS Rockhampton. During these transfers visited Meous Wendi, Halmaheras, Moratai, Aitape and Wewak.

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### 3. Post War Happenings

(1) Returned to Adelaide. Married wife Shirley in Adelaide and returned to Sydney to take a position with ICIANZ as a Plant Supervisor.

(2) Returned to Adelaide to help in family business

(3) Joined Caltex Oil Australia Pty Ltd as a Technical Officer in Adelaide

(4) Transferred to Sydney 62-72 as a Sales Engineer

(5) Transferred to Adelaide 72-79 as Technical Sales

(6) Bahrain 79-82 as Technical Officer

(7) New York 81-82 as Technical Officer for Caltex Petroleum Co.

(8) Dallas 1982 Caltex Petroleum Co.

(9) Adelaide 1983 Retirement

Have since indulged in the hobbies that could not be fully enjoyed while on the move and have enjoyed:

Musical studies – organ and piano

Painting – drawing, oil, pastel, watercolours etc

Gardening – We have 1 ½ acres of garden to keep us fully occupied

Have enjoyed visits to South Head, Harman, Belconnen etc

Shirley and I would like to express our appreciation for the many in the Organisation (Ed. The RAN Radio Mechanics Association) who have made it such a success.

## Chapter 3 - Tha Bailey Boys

The following comprise extracts from data created by Historical Records of Australian Science, “The Bailey Boys” by Walter Fielder-Gill; “Radar at Sydney” by Robert Slatyer; an address given by Bob Slatyer at the Bailey Boys 50<sup>th</sup> anniversary Reunion September 1994; and biographical notes compiled by John Medhurst. The author acknowledges all these references.

In 1941, the Department of Physics, University of Sydney was selected to train men in the science of Radio Location, later to become known as Radar. The major thrust for this was through the Royal Australian Air Force, which at the height of its influence established 142 ground radar installations in the SW Asia Pacific region. The Royal Australian Navy also participated in this program to a lesser degree than the RAAF, mainly because the RAN had a limited number of ships in which radar could be installed and effectively operated. The man charged with the responsibility of developing and delivering the lengthy and high pressure training course was Professor Victor A Bailey, University of Sydney. A natural consequence was that Victor Bailey’s charges came to be known as Bailey’s boys, and subsequently, The Bailey Boys.

The first intake, mainly, but not all, second year undergraduates of Sydney University, commenced their training on the 15<sup>th</sup> September 1941, concluding in February 1942. Thirty eight of these then went on to eight weeks administrative training at the University of Melbourne, and upon completion were commissioned as Pilot Officers RAAF. Then followed twelve weeks training on secret radar specifics at RAAF Richmond.

Upon entering the initial training, the intention was that graduates would join the RAF to participate in the European war, but when Japan entered the war in December 1941, all were retained to assist in Australia’s defence.

The second course commenced in March 1942 with undergraduates from five Australian universities. In this class were fifteen RAN

trainees, the only RAN officers to be trained in the Bailey Boy program. Fourteen of the initial fifteen successfully completed the University of Sydney training. They were then sent to Flinders Naval Depot for 6 weeks officer training, followed by a period at what was to become HMAS Watson at Sydney’s South Head. At South Head they familiarised themselves with contemporary radar equipment, and were then each sent to different ships and shore establishments for operational duties.

There were three more courses throughout 1942 and to January 1943, all to provide the RAAF with radar specialist officers. The Army then enrolled men in two courses, the last one concluding in March 1944. In total, there were 249 Bailey Boys. Of these, 160 were commissioned in the RAAF, 14 in the RAN and 75 in the Army.

It is well beyond the scope of this chapter to give even an abridged summary of the University of Sydney training content. However, the following will offer a glimpse into the education process provided to the Bailey Boys.

The accent was on understanding the basics of the technology by a thorough examination of the underlying mathematics and physics, supplemented where appropriate by exercises. Some of the topics included analyses of complex circuits using differential equations and a vector approach to the steady state, and the use of operators and complex numbers. These techniques were applied to concepts such as coupled circuits, transmission lines, attenuation and wave generation to name just a few. In all about 125 mathematical equations were examined and used. There were lectures on topics such as thermionic valves, cavity resonators, types of oscillators, amplifiers, phase inverters and harmonic resonators. As well students studied metalwork, woodwork, the use of equipment and safety considerations. Wave form generation and propagation received a lot of attention. To assist in comprehending the advanced mathematical treatments, basic maths such as trigonometric and hyperbolic functions,

differential and integral calculus and Fourier Analysis were thoroughly explored. Throughout, there were 34 major exercises to be completed, regular tutorials, and periodic one hour examinations.

The desired outcome of this intensive training program was to create a cadre of technical officers who would be capable of assuming lead roles in the design, development, installation, and on occasions the repair of obscure operational faults, of radar technology. As well, these men would be required to devise radar counter measures, to assist in the creation of maintenance handbooks for the various radar models being produced, to liaise with contractors and civilian manufacturers, to be the administrators of radar installations and to be the mentors of the maintenance technicians. All this after an incredibly short period of about 12 months training. Considering that all were second year university undergraduates aged around 19 upon commencement of their training, the desired outcome became a remarkable success.

Overall, the consensus opinion shared by the Bailey Boys is that the program was very worthwhile. There are however supporters and detractors in specific areas. Some feel that the exhaustive study of the underlying theory provided them with the ability to “think outside the nine dots” when addressing any of the problems encountered when operational, and that this was most valuable. There are others who feel that lesser theoretical treatment of some topics such as alternating current theory would have allowed more time to study some of the practical considerations such as antenna design, because antenna efficiency is key to the success of any radar. Perhaps Professor Alf Pollard’s question summarises this apparent dilemma, “Could we have won the war without knowing about Fourier Theory?” Alf Pollard’s question is rhetoric, and we will never know the real answer.

RAN Bailey Boys served in the HMA Ships Australia, Shropshire, Hobart, Manoora, Bataan, Yandra, Kanimbla, Westralia, Faye C, Kybra, Townsville, Swan. As well as these shipboard responsibilities, Bailey Boys had different assignments as Port Radio Officers, Dockyard Officers, Instructors, Installation Officers, Radar

Counter Measure Officers. They served in various Papua New Guinea east coast locations such as Madang, Lae, Aitape. As well they were on the New Guinea west coast, and further north and west of what is in 2004, Irian Jaya, into the Indonesian islands of Sulawesi and the Halmaheras. In terms of wide ranging operational locations, the cream on the cake, so to speak, was that two were in Tokyo Bay for the Japanese surrender.

Following are snapshots of the WW2 experiences of the 14 RAN Bailey Boys commissioned. Except for those entries marked with \*\*, the information has been provided courtesy John Medhurst.

**George Campbell :** Did not complete the Bailey Boy course. Demob 20/5/46 as Lt(Sp)

**Richard (Dick) Coyle:** 1942 Rushcutter & Watson. 1943-44 Radar Officer Manoora. 1944-46 Port Radar Officer Cairns and Darwin.

**Kenneth Andrew Glover \*\*:** Demob 20/5/46 as Lt(Sp)

**Collins Greaves \*\*:** Demob 24/1/46 as Lt

**John (Jock) Robert Hornsby:** 1942-43 Rushcutter & Watson. Directed to specialised work on Radio Counter Measures (RCM) Brisbane & Darwin. 1944-45 Shropshire and other ships with RCM equipment. Demob 18/2/1946 as Lt(Sp)

**Norman Louat \*\*:** Rushcutter, Broome, Moreton Westralia, Madang, Binger, Aitape. Demob 7/3/46 as Lt.

**Ronald (Ron) Joseph Lukies:** 1942-43 Rushcutter & Watson. 1943 Radar Section Navy Office preparing standing orders and instructions for radar personnel, analysis of radar faults and improving component design. Subsequent short service in HMASs Townsville and Swan. Later to Radar-Radio Workshop at Leichhardt, then to HMAS Bataan. Demob 1946



**Alistair John MacKenzie:** 1942-43 Rushcutter & Watson. 1943-45 Radar Officer HMAS Australia. Demob 17/9/45 as Lt (Sp)

**Archibald (Archie) John McArthur:** 1942 Rushcutter & Watson. 1943 Williamstown Dockyard, Brisbane Dockyard fitting of shipborne radar. 1944 New Guinea, maintenance of shipborne radar from Madang to Milne Bay. 1945 Brisbane dockyard radar maintenance. Demob 30/11/45 as Lt(Sp)

**Colin William McIvor:** 1942-43 Rushcutter & Watson. 1943 Radar Officer HMAS Hobart until Sydney return for damage repair. 1943-44 Yandra operator training and convoy work. 1944-45 Assistant PRO Melbourne. 1945 HMAS Semaphore PRO Adelaide fitting out AMS. Demob 6/2/46 as Lt(Sp)

**John Philip Medhurst:** 1942 Cerberus OD Signal School. 1942-43 Rushcutter & Watson. 1943-44 Radar Officer Kanimbla. 1944-45 Instructing at Watson. 1946-47 Radar Officer Warramunga and Bataan. Demob 6/3/47 as Lt(Sp).

**Daniel (Dan) Frederick O’Keeffe:** 1942-43 Rushcutter & Watson. Then to Brisbane fitting out basin doing radar installations. Then to Base Radar Milne Bay and Madang. Then Radar Repair shir Faye C working around New Guinea. 1946 to Brisbane fitting out basin again. Demob 19/11/46 as Lt(Sp)

**Robert (Bob) Thomas Slatyer:** 1942-43 Rushcutter & Watson. April 43 – June 43 HMAS Hobart. June 43 – October 43 Watson writing A76 handbook. October 43 – January 46 Radar Officer Shropshire. January 46 – September 46 HMAS Leeuwin. Demob 26/9/46 as Lt (Sp)

**Clive Reginald Taylor:** 1942-43 Rushcutter & Watson. 1943-46 Section 22, Office of Chief Signal Officer GHQ. SWPA Brisbane, RCM work. Demob 16/3/46 as Lt(Sp)

**Ronald (Ron) Henry Whitten:** 1942-44 Rushcutter & Watson. Operator training HMAS Kybra. 1944-45 Radar Officer HMAS Hobart. 1945-46 Cerberus. Demob 9/3/46 as Lt(Sp)

\*\* At the time that John Medhurst was compiling the foregoing information, Greaves and Glover were deceased, and Louat could not be located. Hence a lack of information about these three.

In conclusion, to quote Bob Slatyer, “Whatever the position to which they were appointed, the Navy Bailey Boys consider they were priveleged to have been able to attend the course and that the instruction given was of great value to them during their Service career.”

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## Chapter 4 - HO ROM Master List of Names

### Introduction

To understand fully the details in the Master List of names, the following points should be kept in mind.

1. The information in the various columns has been considered by the author to be those essentials which could be comfortably displayed on A4 size paper. There are more details for each man, such as dates advanced to higher levels, decorations awarded, Good Conduct badges awarded, examinations passed etc, which, had these been included, would have resulted in an unmanageably sized publication. Such information is available from [www.ww2roll.gov.au](http://www.ww2roll.gov.au).

2. The legibility of many of the Australian National Archives records from which these data were derived, is generally poor, some even being quite unreadable. Thus omissions from some of the data recorded are to be expected

3. The ships and establishments listed in the right hand column are not necessarily in date order of appointment. As well, where a man has been appointed to a ship on more than occasion, that ship's name appears only once. For a brief description of what each ship was, or where each establishment was located, consult chapter 7, "HMA Ships & Establishments Manned by HORMs".

4. All recorded data in the columns have been verified from records such as DVA's [www.ww2roll.gov.au](http://www.ww2roll.gov.au), and Archives of Australia records

5. Regarding official number, column 3 has the official number given upon joining the RAN Reserve. Column 4 has the official number given when joining the permanent RAN, or when transferred from Reserve to Hostilities Only category. Where the notation "\_\_\_\_\_" appears, the man did not serve any time in this category.

6. For explanation of Rank at Demob, consult chapter 8, "Glossary of Terms and Abbreviations".

7. It is not known exactly how many HO RMs were recruited and trained in the period 3/9/39 through 2/9/45. In the following list of 363 names, the author believes he has identified all where adequate records exist, but admits there may be a few who, despite his best Sherlock Holmes approach, may have escaped him.

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## HO RMs Master List as at June 2005

Family Name	Given Names	Res No	Per No	Date Enlisted	Date Demob.	Rate Demob.At	Ships & Establishments In Which Served
Agnew	Norman Andrew	S/8503	26997	10/5/43	31/1/47	LRM(S)	Cerberus, Lonsdale, Harman, Penguin, Madang, Moreton, Kuranda, Magnetic, Ladava, Rushcutter, Kuttabul
Alderson	John	S6796	26595	13/7/42	14/12/45	PORM	Cerberus, Lonsdale, Kuttabul, Rushcutter, Shropshire, Kuttabul
Allen	William Trezise	B3469	26990	7/2/42	19/7/46	LRM(S)	Cerberus, Rushcutter, Adelaide, Penguin, Lonsdale Harman, Magnetic, Moreton
Altson	Bruce Harold	PM5895	26919	3/3/43	3/6/46	PORM(S)	Cerberus, Rushcutter, Lonsdale, Harman, Penguin, Moreton, Magnetic, Kuranda, Ladava, Madang, Platypus, Bungaree, Kanimbla.
Anderson	Keith Lloyd	————	26573	24/5/43	15/4/46	LRM(W)	Cerberus, Lonsdale, Rushcutter, Challenger, Penguin, Watson, Kalgoorlie
Anderson	Neville John	B4499	26974	8/3/43	29/7/46	PORM(TY)	Cerberus, Lonsdale, Rushcutter, Cowra, Moreton
Annable	Roy Archer	————	26956	10/9/39	25/1/46	S/Lt(Sp)	Cerberus, Kuttabul, Melville, Penguin, Moreton
Archibald	Alan	————	25721	16/2/42	12/3/46	PORM	Cerberus, Lonsdale, Kuttabul, Rushcutter, Castlemaine, Platypus, Magnetic, Torrens, Station 284, Watson
Arnold	Walter Maxwell	PA/V50	26225	10/2/42	7/5/46	PORM	Cerberus, Rushcutter, Lonsdale, London Depot, Shropshire, Moreton, Station 284, Watson
Arnold	William Sydney	S/V152	————	22/4/42	22/2/46	PORM	Rushcutter, Cerberus, Kybra, Adelaide, Moreton, Gladstone, Ladava, Watson
Arnoldt	Peter	PM5017	27047	23/9/42	4/12/46	PORM	Cerberus, Australia, Lonsdale, Rushcutter, Station 284, Shropshire, Moreton, Penguin, Watson
Badman	Donald Harold	PA2576	26505	6/4/23	8/5/46	PORM(W)	Cerberus, Rushcutter, Lonsdale, Manoora, Watson, Torrens, Moreton

Baird	John Douglas	S/7587	26691	16/11/42	9/3/46	PORM	Cerberus, Lonsdale, Kuttabul, Rushcutter, Bundaberg, Platypus Kuranda, Moreton, Cowra, Watson, Gladstone, Penguin,
Baldock	Brian Albert	F/4608	27054	1/10/42	13/5/46	PORM(W)	Cerberus, Rushcutter, Leeuwin, Lonsdale, Launceston, Katoomba
Baldwin	Edgar Allan	B4069	26824	14/8/42	22/2/46	LRM(S)	Cerberus, Lonsdale, Harman, Magnetic, B/S Cairns, Platypus, USN PG477 Basilisk, Moreton, Coonawarra, Melville, Penguin
Balme	Basil Eric	F4347	26502	25/6/42	13/3/46	WM	Cerberus, Lonsdale, Rushcutter, Kuttabul, Cowra, Ladava, Bungaree, Leeuwin, Penguin
Barker	CharlesWilliam	PM5329	26975	2/12/42	30/1/47	PORM(W)	Cerberus, Lonsdale, Rushcutter, Basilisk, Magnetic, Kuttabul, Tarangau, Penguin
Batchelor	Peter Charles	B3688	26670	12/6/42	11/2/46	LRM(S)	Cerberus, Lonsdale, Harman, Basilisk, Ladava, Magnetic, Moreton
Bate	Frank Ross M	————	25669	31/3/42	2/8/48	PORM	Cerberus, Lonsdale, Kuttabul, Rushcutter, Westralia, Assault, Kalgoorlie, Penguin, Watson, Magnetic, Lithgow, Basilisk
Bayly	John Laurence	F4466	26687	20/8/42	10/2/46	PORM	Cerberus, Lonsdale, Rushcutter, Leeuwin, Watson, Quickmatch, Torrens
Beadle	Francis William	F4545	26741	17/9/42	10/2/47	PORM	Cerberus, Lonsdale, Harman, Rushcutter, Leeuwin, Penguin, Strahan, Torrens, Westralia, Watson
Bedford	Frank Henry	PM6010	26976	7/3/43	28/1/47	PORM	Cerberus, Lonsdale, Rushcutter, Watson, Australia, Geelong
Bek	Lars Peter	B4482	26977	11/3/43	21/1/46	PORM	Cerberus, Lonsdale, Rushcutter, Ladava, Warrego, Madang, Watson, Moreton
Beveridge	William Robert	S6572	26464	1/6/42	4/3/46	PORM	Cerberus, Lonsdale, Rushcutter, Bendigo, Moreton
Beveridge	James	PM5842	26946	17/2/43	26/3/46	PORM(W)	Cerberus, Lonsdale, Rushcutter, Whang Pu, Madang, Bungaree
							Penguin, Basilisk, Magnetic, Moreton, Watson, Cootamundra, Westralia
Biddle	Rodney Jordan	NA		11/9/43	13/9/46	Lt(Sp)	Lonsdale, Rushcutter, Watson, Hobart

Bootham	William	PM5405	26888	18/11/42	21/6/46	LRM(S)	Cerberus, Lonsdale, Harman, Magnetic, Moreton, Penguin, Madang, Manoora, Lonsdale, Cilolo, Biak, Morotai
Boswell	Robert William M	NA	NA	19/4/43	4/1/46	EngLt	Lonsdale, Cerberus, Rushcutter, Navy Office, Yandra, Lonsdale
Bott	John Maxwell	PA2886	————	14/7/42	10/9/46	LRM	Cerberus, Rushcutter, Warramunga, Kuttatubul, Penguin, Torrens, Cowra, Tarangau
Brigden	Robert John	PA3957	27055	10/5/43	20/5/47	PORM	Cerberus, Lonsdale, Rushcutter, Station 284, Leichhardt, Watson, Torrens, Gawler, Penguin, Murchison, Platypus
Brindal	Colin Frederick	F5020	————	22/4/43	23/12/46	LRM	Cerberus, Rushcutter, Leeuwin, Maryborough, Leeuwin, Penguin, Watson, Bungaree, Australia
Bristow	Alfred Douglas	B5010	————	25/1/44	23/12/46	PORM	Moreton, Cerberus, Rushcutter, Yandra, Station 284, Watson, Kybra, Leeuwin, Inverell, Hawkesbury
Brown	Raymond George	F4197	26378	30/4/42	22/8/46	PORM(W)	Cerberus, Lonsdale, Belconnen, Penguin, Rushcutter, Leeuwin, Dubbo, Watson
Browne	Robert Stanley	S7913	26920	15/2/43	12/8/45	POWM	Cerberus, Lonsdale, Harman, Belconnen, Penguin, Magnetic, Moreton
Bruckner	Arthur Frederick	B4224	26998	12/11/42	11/6/46	PORM(W)	Cerberus, Lonsdale, Rushcutter, Cootamundra, Moreton
Bull	Robert Leslie A	PM5109	27035	7/10/42	10/5/46	PORM	Cerberus, Rushcutter, Leeuwin, Goulburn, Watson
Bullock	Harold William	NA		31/10/41	17/12/45	Lt(Sp)	Rushcutter, Penguin, Moreton Golden Hind
Bullock	Horace William	————	24660	6/4/45	10/12/46	A/PORM	Lonsdale, Cerberus, Navy Office, King George V, Trincomalee, Penguin, Huon
Burne	William Edgar	PM5780	26963	17/2/43	9/12/46	PORM	Cerberus, Lonsdale, Rushcutter, Moresby, Watson, Australia
Burns	Rupert Roy		27341	7/3/45	10/12/46	LRM	HMS Artiferor
Burton	Raymond George	PA4384	27056	19/8/43	1/3/46	RM(W)	Cerberus, Lonsdale, Rushcutter, Station 284, Kapunda, Moreton, Adelaide, Torrens
Byrne	John Desmond	NA		27/8/43	5/2/46	Lt(Sp)	Lonsdale, Leeuwin, Cerberus, Moreton



Callaway	Alan Richard	NA	NA	18/4/41	16/5/51	LtCdr(L)	Rushcutter, Cerberus, Londobn Depot (Orlando – Antelope, Mercury), Australia, Adelaide, Ladava, Moreton, Hobart, Shropshire, Penguin, Navy Office
Cameron	Eustace John	NA		28/1/44	26/4/46	S/Lt(Sp)	Cerberus, Ladava, Madang, Lonsdale
Capel	Arthur Ernest	————	22183	6/6/38	30/11/46	PORM	Cerberus, Adelaide, Penguin, Canberra, Rushcutter, Australia, Watson, Torrens, Shropshire, Lonsdale
Castles	Bryan James	NA	NA	15/4/41	21/7/72	Radm	Lonsdale, Cerberus, Rushcutter, London Depot, (Orlando, Mercury, Argonaut, Victory, Shropshire), Hobart, Navy Office, Moreton, Basilisk, Magnetic, HMS Ophelia, HMS Sandhurst, HMAS Shropshire
Cations	John Richard	————	26012	14/4/42	9/5/46	PORM	Cerberus, Lonsdale, Rushcutter, Torrens, Ararat, Watson, Ararat
Caven	Bryan Matthew	PM5356	26747	2/12/42	8/5/46	RM(W)	Cerberus, Lonsdale, Kuttabul, Rushcutter, Leivhhardt, Station 284, Swan, Moreton, Madang, Magnetic, Shropshire
Chapman	Robin Alan	S5274	26891	3/3/41	16/11/49	PORM(S)	Rushcutter, Cerberus, Canberra, Penguin, Lonsdale, Harman, Watson
Chapman	Thomas William	S7797	26879	1/2/43	2/5/47	PORM	Cerberus, Lonsdale, Rushcutter, Napier, Penguin, Ecucha, Deloraine, Watson
Charlton	William	PM5142	26690	21/10/42	23/1/47	PORM	Cerberus, Lonsdale, Belconnen, Rushcutter, Harman, Goulburn, Station 284, Kuttabul
Ciardelli	Mervyn Luigi	S7772	26892	4/1/43	8/10/46	LRM(S)	Cerberus, Lonsdale, Harman, Rushcutter, Belconnen, Harman, Magnetic, Moreton, Penguin, Watson, Kuttabul
Clark	Stanley Endersbee	S6171	26459	12/1/42	18/6/46	PORM(R)	Cerberus, Lonsdale, Kuttabul, Rushcutter, Moreton, Ladava, Madang, Burdekin, Arunta, Leeuwin
Clarke	Albert Kevin	W2319	26243	25/2/42	12/3/46	PORM	Cerberus, Lonsdale, Kuttabul, Stuart
Clink	Alexander Edward	————	26967	9/4/43	9/5/46	LRM(W)	Napier, Cairns, Nile, Lanka

Conron	Colin William	S6433	26559	8/3/42	13/9/45	LRM	Cerberus, Lonsdale, Harman, Rushcutter, Australia, Moreton, Magnetic, Wagga, Langemak, Watson, Penguin, Station284
Corben	Russell George	S/V114	26463	23/3/42	11/2/46	PORM	Rushcutter, Cerberus, Lonsdale, Kuttatul, Kapunda, Station 284, Watson, Penguin
Cowan	Douglas Maltman	F5019	26978	22/4/43	20/2/46	RM(W)	Cerberus, Lonsdale, Rushcutter, Leeuwin, Adelaide, Station 284 Leichhardt, Watson, Norman, Queenborough, Penguin,
Cowie	George	————	25574	7/1/42	19/2/46	PORM	Cerberus, Lonsdale, Rushcutter, Platypus, Warramunga, Watson
Coyle	Richard Alan	PM/V105	————	21/3/42	24/1/46	Lt(Sp)	Rushcutter, Manoora, Rushcutter, Melville, Lonsdale
Cree	Thomas Scott	NA	NA	2/9/39	8/4/46	A/LtCdr	Penguin II, Stuart, Magnetic, Cerberus, Moreton, Navy Office, Lonsdale, Rushcutter
Crow	George Frederick	F3886	26942	20/11/41	13/3/46	PORM	Cerberus, Lonsdale, Hobart, Rushcutter, Leeuwin, Adelaide, Station 284, Leichhardt, Platypus, Penguin, Watson
Crowley	Donald Albert	PA/V49	26896	13/1/42	4/7/46	PORM	Cerberus, Lonsdale, Penguin, Moreton, Vendetta, Kuttatul, Quiberon, Rushcutter, Station 284, Leichhardt, Bataan, Watson, Torrens
Crowley	Keith Sidney	PM6826	27057	18/8/43	20/5/46	PORM	Cerberus, Lonsdale, Rushcutter, Station 284, Shropshire, Moreton, Langemak, Magnetic, Taroona, Lithgow, Manus
Daglish	Benjamin	————	16845	6/8/25	12/12/45	CPORM	Tingara, Cerberus, Platypus, Melbourne, Australia, Albatross, Penguin, Canberra, Stuart, Hobart, Rushcutter, Ladava, Basilisk, Watson
Daly	Thomas Joseph	NA		13/4/43	29/4/46	Lt(Sp)	Lonsdale, Rushcutter, Cerberus, Swan , Moreton, Langemak, Magnetic, Watson
Dalzell	Alfred	B4354	26901	15/1/43	5/2/47	PORM	Cerberus, Lonsdale, Harman, Magnetic, Moreton, Melville,
Darling	Harry Guy	PM6314	27059	11/5/43	16/1/47	PORM(Ty)	Cerberus, Lonsdale, Rushcutter, Station 284, Ballarat, Melville, Townsville, Leeuwin, Wagga, Penguin, Lithgow

Davey	Stanley Frazer	F4727	26822	26/11/42	22/2/45	LRM(S)	Harman, B/S Cairns, Magnetic, Platypus, Lonsdale, Leeuwin, Kuranda, Moreton
Dawson	Samuel Harmon	F4706	26562	6/9/42	18/2/46	PORM	Cerberus, Lonsdale, Rushcutter, Platypus, Moreton, Gympie, Leeuwin, Watson
Delprado	William Henry	S7217	26562				Cerberus, Lonsdale, Rushcutter, Kuttabel, 110 CCS, Ladava, John Jim, Langemak, Moreton, Station 284, Bathurst, Torrens, Watson, Nepal, Penguin
Devery	Patrick Charles	S/7198	27058	7/9/42	29/7/46	RM(W)	Cerberus, Rushcutter, Arunta, Kuttabel, Platypus, Station 284, Penguin, Quiberon, Watson, Moreton, Deloraine, Adelaide
Dietman	Clarence Charles	PA3819	27367	13/4/43	31/1/47	PORM	Cerberus, Leeuwin, Rushcutter, Penguin, Ararat, Watson
Dingwall	James	PM 5982					Did not complete Melbourne Tech course
Dinham	Charles Anthony	PA3357	27369	15/12/42	2/1/47	LRM	Cerberus, Rushcutter, Penguin, Yarroma, Moreton, USCalamares, Lonsdale, Watson, Strahan, Swan, Torrens
Doherty	John Aloysuis	PM5754	26921	3/3/43	22/8/46	LRM(S)	Cerberus, Lonsdale, Harman, Penguin, Magnetic, Moreton, Melville, Torrens, Harman
Doherty	Noel Wilson	PM4656	26993	5/7/42	18/6/46	LRM(S)	Cerberus, Penguin, Lonsdale, Belconnen, Torrens, Melville
Doran	Reginald Richard H	F3783	27368	15/8/41	24/6/46	LRM	Cerberus, Leeuwin, Melville, Chinampa, Kiara, Larrakia, Watson, Deloraine, Canberra, Rabaul, Penguin
Downes	Paul Jordan	PM5541	26902	6/1/43	23/1/45	LRM(S)	Cerberus, Lonsdale, Harman, Penguin, Kuttabel, Magnetic, Moreton, Ladava, Yunnan, Oro Bay, Lae, Langemark, Kiama, Saidor, Madang, Wang Pu, Kuranda, Moreton, Katoomba, Colac
Draper	Norman Sydney	PM5884	26922	3/3/43	14/3/46	LRM(S)	Cerberus, Kanimbla, Westralia, Manoora, Australia, Lonsdale, Quiberon, Toowoomba, Lonsdale
Drew	William Leslie	PM4043	26941	26/9/41	6/5/46	PORM	Lonsdale

Ducat	Robert Hugh	PM5796	27001	17/2/43	30/1/47	PORM	Cerberus, Lonsdale, Rushcutter, Langemak, Rockhampton, Watson, Penguin Deloraine,
Dunk	George Vernon	NA	NA	12/8/43	18/7/67	CdrL	Rushcutter, Cerberus, Penguin, Watson, Murchison, Kuttabul
Dunnage	Roslyn Bruce	PA3758	26955	30/3/42	6/5/47	PORM	Leichhardt, Penguin, Gascoyne, Madang, Kapunda, Swan, 2MRS, Wollongong, Torrens, Bunbury, Mildura, Watson
Dyring	Lindsay	————	24863	13/8/41	9/1/46	LRM(W)	Cerberus, Penguin, Colac, Magnetic, Rushcutter, Lonsdale, Leeuwin, Launceston
Dyson	Reginald Alfred A	PM6347	26945	28/4/43	22/7/46	PORM	Cerberus, Lonsdale, Watson, Rushcutter, Ladava, Moreton, Warramunga, Rockhampton, Madang, Langemak, 2MRS, Platypus, Watson, Australia, Leichhard
Eaton	John Thomas	NA	NA	3/7/42	2/10/61	ElLt	Penguin, Cerberus, Brisbane, Moreton, Ladava, Napier, HMS Tyne, Harman, Watson, Shropshire, Kuttabul, Australia, Platypus, Sydney, Barcoo, Melville, Nirimba,
Ellis	Walter Roy	F4113	26885	19/3/42	25/2/46	PORM(W)	Cerberus, Brisbane, Magnetic, Lonsdale, Rushcutter, Warrnambool, Leeuwin
Engel	Norman Melville	NA	NA	7/8/41	28/11/45	Lt(Sp)	NK
Estwick	Alfred Colin	B/V84	26467	20/3/42	24/1/46	PORM	Rushcutter, Cerberus, Lonsdale, Harman, Kanimbla, Watson, Moreton
Evans	Philip Wilson	F4469	26560	20/8/42	18/11/46	PORM(W)	Cerberus, Dubbo, Leeuwin, Watson, Penguin, Adelaide, Warrnambool, Lonsdale
Farmer	Keith Henry F	W2615	26895	17/2/43	20/6/46	PORM	Cerberus, Lonsdale, Harman, Belconnen, Magnetic, Ladava, Moreton, Platypus, Ararat, Bendigo, Langemak, Saidor, Broome, Toowoomba, Madang, 3MRS,
Faulkner	Allan William	PM6163	27060	31/3/43	23/1/47	RM(W)	Cerberus, Lonsdale, Rushcutter, Station 284, Vendetta, Penguin Watson, Adelaide, Platypus,

Fearon	David Noel Morton	PM6033	27039	17/3/43	24/4/45	RM(W)	Cerberus, Lonsdale, Rushcutter, Bungaree
Fidock	Dean Henwood	PA/3395	————	19/1/43	19/12/46	LRM	Cerberus, Rushcutter, Adelaide, Leeuwin, Torrens, Watson, Yandra, Kuttabul, Macquarie
Finch	Hector William	S7259	26923	19/10/42	29/1/47	PORM	Cerberus, Lonsdale, Harman, Belconnen, Penguin, Magnetic, Moreton, Melville, Rushcutter, Kuttabul
Findlay	Raymond Alexander	B4438	26931	10/2/43	8/1/48	PORM(W)	Cerberus, Lonsdale, Quiberon, Rushcutter, Glenelg, Moreton
Fisher	John Henry	————	24511	16/7/40	19/3/46	PORM(W)	Cerberus, Hobart, Lonsdale, Rushcutter, Kuttabul, Warramunga Westralia, Lae, Madang, Kanimbla, Penguin, Watson,
Flett	Laurence Paterson	PM4807	————	29/7/42	24/6/46	LRM	Cerberus, Rushcutter, Manoora, Penguin, Watson, Colac, Lonsdale
Flint	Geoffrey Vincent	PM6457	26979	1/6/43	3/2/47	PORM(S)	Cerberus, Lonsdale, Rushcutter, Penguin, Shropshire, Madang, PingWo, Drega Harbour, Tarangau, Diamantina
Folkard	John Patman	S5534	27370	30/6/41	1/5/46	LRM	Rushcutter, Cerberus, Australia, Platypus, Arunta, Penguin, Watson, Moreton, Maryborough
Fooks	Jack McKenzie	PM5370	26952	2/12/42	28/3/46	S/Lt(Sp)	Rushcutter, Penguin, Barcoo, Ladava, Madang, Moreton, Watson, Lonsdale
Forster	Roy Hudson	B3914	NA	24/3/41	15/3/46	S/Lt(Sp)	Brisbane, Cerberus, London Depot (HMS Collingwood, Victory, Cochrane, Quantrock, King Alfred, Valkyrie, Pembroke), Shropshire Rushcutter, Kuttabul, Watson,
Forsyth	Bruce George	PM5830	26994	17/2/43	22/1/46	LRM	Cerberus, Lonsdale, Belconnen, Harman, Penguin,
Foster	Ivan Rolce	PM4962	26561	9/9/42	9/9/46	PORM(W)	Cerberus, Lonsdale, Kuttabul, Rushcutter, Leeuwin, Adelaide, Tamworth, Watson
Francis	Sidney William	NA	NA	NA	NA	Tel Lt Cdr	On loan from RN 10/7/42 to 19/10/45. Cerberus, Rushcutter, Leeuwin, Quickmatch, Kuttabul, Penguin
Fraser	Donald Aird	B3695	26579	28/4/42	20.2.46	PORM	Lonsdale, Cerberus, Rushcutter, Moreton, Ararat, Kuranda, Magnetic, Gascoyne



Fraser	Keith William	B3685	26374	25/4/42	4/3/46	PORM	Cerberus, Lonsdale, Belconnen, Kuttabul, Rushcutter, Platypus, Whyalla, Moreton, Bundaberg
Frost	Gordon Ross	————	25607	5/2/42	8/3/46	PORM	Cerberus, Lonsdale, Penguin, Rushcutter, London Depot, Shropshire, Station 284, Penguin, Moreton, Torrens, Watson
Gallen	Maurice Ernest	————	19718	4/4/43	18/6/46	PORM	Cerberus, Canberra, Lonsdale, Rushcutter, Penguin, Leeuwin
Gellatly	William Kelman A		24671	26/3/41	26/2/46	LRM(S)	Rushcutter, Brisbane, Penguin, Toowoomba, Leeuwin, Lonsdale, Cerberus, Harman, Moreton, Coonawarra, Magnetic, Melville
Gericke	Stanley Edmund	PA5403	————	10/5/45	10/11/47	LRM	Torrens, Cerberus, Watson, Penguin, Condamine, Lonsdale
Gerrans	Philip Vincent	PM4370	26685	29/7/42	16/9/46	PORM(W)	Cerberus, Lonsdale, Rushcutter, Kybra, Kuttabul, Shropshire, Penguin, Lachlan, Platypus
Gibbison	Edward Cowling	PA2718	————	21/4/42	21/8/46	LRM	Cerberus, Melville, Torrens, Gunbar, Rushcutter, Penguin, Watson, Barwon, Katoomba, Kanimbla
Gifford	Henry John	————	23625	10/10/39	16/10/51	CRE(R)	Cerberus, Canberra, Lonsdale, Ballarat, Manoora, Ecucha, Magnetic, Penguin, Torrens
Gillespie	Peter Alexander	PA4117	27092	15/6/43	31/1/47	PORM	Cerberus, Lonsdale, Torrens, Harman, Penguin, Moreton, Melville, Magnetic, Rushcutter, Kuttabul
Gloury	Brian Gregory	PM8075	————	13/3/45	7/2/46	LRM	Lonsdale, Cerberus, Penguin, Watson
Gloury	John Arthur	NA	NA	27/4/20	22/12/52	InstCdr	Cerberus, Australia, Tingira, Adelaide, Penguin, London Depot(Victory), Rushcutter, Lonsdale, Albatross
Glover	Kenneth Andrew	B/V83	————	20/3/42	20/5/46	Lt(Sp)	Rushcutter, Cerberus, Westralia, Ladava, Watson, Yandra, Moreton
Glover	Peter	F4913	27002	25/2/43	6/5/47	PORM	Leeuwin, Cerberus, Lonsdale, Rushcutter, Freemantle, Moreton, Junee, Biak, Penguin, Watson, Arunta
Grady	Cecil	F/3087	24694	1/7/40	26/6/47	PORM	Cerberus, Leeuwin, Warrego, Lonsdale, Rushcutter, Moreton Ladava, Magnetic, Swan, Arunta,

Gravell	David George	————	19605	1/6/32	18/8/49	ElecW/T	Cerberus, Sultan (Vampire), Australia, Rushcutter, Lonsdale, Kuttabel, Watson
Greaves	Collins Louis	B/V85		20/3/42	24/1/46	Lt	Watson
Green	Frederick John	PM6210	26989	14/4/43	16/4/46	LRM(S)	Cerberus, Kuttabel, Harman, Belconnen, Penguin, Watson, Moreton, Melville, Coonawarra
Gregory	Ronald John	————	25667	4/4/42	8/7/46	PORM(W)	Cerberus, Penguin, Kuramia, Lonsdale, Harman, Rushcutter, Glenelg, Kuttabel
Guest	Haydn	————	NA	1/2/22	14/6/57	Inst Cdr	Cerberus, tingira, Brisbane, London Depot (Victory), Canberra, Australia, (Bathurst & Geraldton for passage to RAN Base Staff Colombo), Madang, Shropshire, Australia
Gulson	Thomas Neil	S8959	27127	13/8/43	24/1/47	PORM(S)	Cerberus, Lonsdale, Rushcutter, Harman, Penguin, Carpentaria, Moreton, Magnetic, Watson
Guster	Allan Frederick	PA3623	26980	2/3/43	31/7/47	PORM(W)	Cerberus, Lonsdale, Torrens, Watson, Rushcutter, Moreton, Mildura, Warrego
Hanson	Albert George	B3837	26501	24/7/42	3/1/46	PORM	Cerberus, Lonsdale, Kuttabel, Rushcutter, Penguin, Moreton, Gascoyne, Swan
Harding	Bertram	————	2963	1/3/22	25/6/55	LtCdr(L)	Cerberus, Penguin, Albatross (Seaplane tender), Canberra, Melville, Watson, Kuttabel,
Harding	Kenneth Lloyd	NA	NA	29/4/42	29/10/45	Lt(Sp)	NK
Harkness	Edward William G	S7634	26965	14/12/42	21/3/46	LRM(S)	Cerberus, Lonsdale, Kuttabel, Rushcutter, Belconnen, Harman, Carpentaria, Moreton, Magnetic, Penguin
Harper	Desmond Stanley	B4567	26981	24/3/43	1/7/46	RM(W)	Cerberus, Lonsdale, Rushcutter, Leichhardt, Hobart, Penguin, Moreton
Harrell	John Albert M	————	22071	2/5/38	8/10/51	ChRE (WR)	Cerberus, Penguin, Magnetic, Katoomba, Platypus, Ladava, Madang, Oro Bay, Warramunga
Harvey	Brian Maegraith	PA3396	27371	25/11/42	21/3/47	PORM	Cerberus, Lonsdale, Inverloch, Rushcutter, Yandra, Fremantle, Melville, Magnetic, Penguin, Watson, Mildura, Quadrant
Harvey	John James	F5063	27025	20/5/43	29/4/46	LRM(S)	Cerberus, Lonsdale, Belconnen, Harman, Penguin, Leeuwin

Haydon	Colin Maurice	PA2908	26458	2/6/42	21/5/46	PORM	Cerberus, Lonsdale, Rushcutter, Australia, Poenguin, Watson, Torrens
Hayes	Kenneth William	PM5503	26960	6/1/43	15/2/46	PORM(W)	Cerberus, Lonsdale, RAAF Ascot Vale, Rushcutter, Quiberon, Lismore, Leeuwin, Penguin, Watson
Hayes	Michael John	PM5610	26887	20/1/43	15/5/46	PORM	Cerberus, Lonsdale, Rushcutter, Penguin, Moreton, Westralia, Pirie
Haynes	Walter Charles H	————	18963	1/3/28	1/1/46	PORM	Cerberus, Australia, Albatross, Tattoo, London Depot, (Punhalia), Stuart, Voyager, Moeresby, Canberra, Penguin, Brisbane, Rushcutter
Heggie	Alexander Francis	————	19602	31/5/32	8/3/68	ElCdr	Cerberus, Australia, Penguin, Canberra, Perth, Rushcutter, Hobart, London Depot (Victory, Collingwood), Magnetic, Harman, Shropshire, Watson, Sydney, Platypus
Hemmens	William Ernest	S5485	26300	1/7/42	2/9/46	PORM	Rushcutter, Cerberus, Adelaide, Lonsdale, Kuttatubul, Broome, Ladava, Watson
Henderson	Keith Harold	PM4600	26601				Cerberus, Lonsdale, Rushcutter, Swan, Watson, Castlemain, Magnetic, Penguin, Madang, Moreton
Henfrey	Kenneth John	PM5607	26899	20/1/43	3/12/46	PORM	Cerberus, Lonsdale, Harman, Belconnen, Magnetic, Moreton, Ladava, Madang, Whang Pu, Belian Island, Stuart, Kanimbla
Hennessy	John Basil	PM5837	26894	17/2/43	24/1/47	PORM(S)	Cerberus, Lonsdale, Harman, Belconnen, Rushcutter, Kuttatubul, Basilisk, Coonawarra, Moreton, Penguin, Melville
Herman	Albert Henry	NA		2/7/28	9/4/65	EIL/Cdr	Cerberus, Albatross (Seaplane tender), Stuart, Australia, Harman, Ladava, Madang
Hewitt	Eric Naylor	F4048	26982	20/11/41	15/4/46	RM(W)	Lonsdale, Cerberus, Rushcutter, Kybra, Warramunga, Hobart, Penguin, Watson, Leeuwin
Hillis	Leo Kevin	27331		24/4/45	8/12/52	ChRE	Lonsdale, Cerberus, Penguin, Rushcutter, Manoora, Platypus, London Depot (HMS Collingwood, HMS Excellent), Kanimbla, Watson, Warramunga, Tobruk
Hodgkinson	David William T	S8978	27128	12/8/43	10/12/46	PORM(S)	Cerberus, Lonsdale, Rushcutter, Harman, Penguin, Morotai, Gilolo, Kanimbla, Watson

Hogan	John Charles D	B3444	26681	24/1/42	23/1/48	PORM	Cerberus, Lonsdale, Belconnen, Rushcutter, Bowen, Watson, Quiberon, Penguin
Holland	George McIntosh	S7806	26882	1/2/43	16/5/46	PORM(W)	Cerberus, Lonsdale, Rushcutter, Penguin, Watson, Hawkesbury
Holywell	Keith Harold	F5155	27030	9/7/43	19/12/46	PORM	Kuttabel, Belconnen, Penguin, Moreton, Magnetic, Ladava, Madang, Whang Pu, Belian Island, Bingaree, Leeuwin, ML427, Aitape, 2 MRS, Lonsdale
Hornsby	John Robert C	B/V82	NA	20/3/42	18/2/46	Lt(Sp)	Rushcutter, Cerberus, Moreton, Rathmines, Platypus, Warramunga, Shropshire, Com 7 <sup>th</sup> Fleet, Navy Office, Penguin
House	William Ralph	S5874		26/1/42	29/4/46	S/Lt(Sp)	Cerberus, Rushcutter, Lonsdale, Australia
Hudspeth	Robert Kevin	PM4865	26567	27/8/42	27/6/46	Wireman	Basilisk, Moreton, Magnetic
Humbley	Richard, Rex W	NA	NA				Rushcutter, Cerberus, Moresby, Penguin, Warramunga, Arunta, Bataan, HMS Ariel, Kuttabel, Harman, Platypus
Hunt	Alan Barrett	POM2109	26405	4/9/40	15/2/46	PORM	Lonsdale, Cerberus, Leeuwin, Kuttabel, Rushcutter, Australia
Hutchison	Ernest Milbourn		19437	14/11/29	14/6/46	PORM	Cerberus, Canberra, Australia, London Depot (Victory), Sydney, Albatross, Rushcutter
Huxham	Guilford Manning	B4291	————	10/12/42	4/2/47	LRM	Cerberus, Rushcutter, Platypus, Bowen, Moreton, Magnetic, Melville, Gympie, Ladava, Kuttabel, Watson
Hyde	David	PA3651	27004	2/3/43	21/11/50	CeLO	Cerberus, Lonsdale, Quiberon, Ladava, Gladstone, Torrens, Watson, Bataan, Warramunga, Quickmatch, SiR Geelong
Hylton	Maxwell Eric	PA2568	26343	22/3/42	1/5/46	PORM	Cerberus, Lonsdale, Bungaree, Rushcutter, Australia, Moreton, Station 284, Kuttabel, Hobart, Watson
Irving	Denys Benson	PA3229	26874	1/12/42	12/12/46	LRM	Cerberus, Lonsdale, Rushcutter, Colac, Madang, Penguin, Moreton Murchison, Watson, Hobart
Jarvis	Sydney Henson	S7363	26668	2/11/42	22/5/46	WM	Cerberus, Lonsdale, Belconnen, Harman, Magnetic, Basilisk, Penguin

Johnson	William	F4185	26373	19/3/42	26/2/46	PORM	Cerberus, Lonsdale, Rushcutter, Moreton, Shapparton, Station 284, Australia, Leeuwin
Johnston	Donald Anthony	PM6808	27061	2/8/43	15/5/47	PORM(W)	Lonsdale, Cerberus, Station 284, Nepal, Napier, Leeuwin, Penguin, Watson, Barcoo
Jolly	William Alfred S	NA	NA	16/4/42	20/3/45	Lt(Sp)	Torrens, Rushcutter, Australia, Melville, Moreton, Fremantle, Torrens, Kuttabul
Jones	Robert David H. G.	PM/V89	26226	14/1/42	7/3/46	PORM	Cerberus, Canberra, Lonsdale, Leeuwin, Station 284, Penguin, Shropshire
Kealy	John Richard	————	24617	29/10/40	9/1/46	LRM(W)	Cerberus, Hobart, Lonsdale, Rushcutter, Station 284, Melville, Penguin, Watson
Kemp	John Stuart	PM6560	27373	22/6/43	6/3/46	LRM	Cerberus, Lonsdale, Melville, Torrens, Ecucha, Rushcutter, Moreton, Penguin
Kendal	Leslie Haddon	————	25586	14/1/42	20/2/46	PORM	Cerberus, Lonsdale, Rushcutter, Hobart, Moreton, Magnetic
Kennedy	Kevin Michael	PM4648	26504	11/7/42	27/6/46	PORM(W)	Cerberus, Lonsdale, Rushcutter, Torrens, Kiama
Kerkin	Edward James	————	30814	2/9/39	9/12/47	CPORM	Cerberus, Australia, Watson, Kuttabul, Melbourne, Harman, Melville
King	Roy Leonard	PA3275	26995	29/10/42	12/7/46	LRM(S)	Cerberus, Bunbury, Castlemaine, Watson, Torrens, Penguin, Lonsdale
Kinsella	T W		27091	3/4/44	18/7/49	PORE	Lonsdale, Cerberus, Rushcutter, Leichhardt, Penguin, Madang, Wagga, Vendetta, Hollandia, Glenelg, Faye C, Watson
Knox	George Frederick E	NA	NA	1/1/27	6/4/58	CdrL	Cerberus (RANC), Australia, London Depot (London, Glorious, Bulldog, President, Dryad, Excellent), Penguin, Brisbane, Sydney, Canberra, London Depot (Osprey, Drake, Kandahar, Echo, Sheba), Rushcutter, Penguin (Bangalow), Lonsdale (Orara), Ladava, Madang, Swan
Kronenberg	Reuben	PM6154	26924	31/3/43	23/5/46	LRM(S)	Cerberus, Lonsdale, Harman, Penguin, Magnetic, Coonawarra, Moreton, Melville, Torrens



Kruger	Alan Rex	PA1502	27374	18/9/39	4/1/46	LRM	Cerberus, Torrens, Hobart, Penguin, Assault (Ping Wo)
Laffey	Donald John	B4171	26995	29/10/42	12/7/46	LRM(S)	Cerberus, Lonsdale, Belconnen, Penguin, Kuttabul, Moreton, Melville, Stuart
Lane	James Reid	PM5957	26958	18/3/43	6/2/47	PORM	Cerberus, Lonsdale, Rusahcutter, Yandra, Kuttabul, Condamine, Watson, Hawkesbury, Bataan
Langevad	Robert	S7666	26779	20/11/42	13/3/49	PORM	Cerberus, Lonsdale Harman, Magnetic, Platypus, Moreton, Penguin, Basilisk, Rushcutter
Langston	Frederick John	B4000	26825	26/11/42	13/2/47	LRM(S)	Cerberus, Lonsdale Harman, Magnetic, Melville, Moreton, Coonawarra, Rushcutter
Latham	Charles Carlton	PM5547	26745	16/12/42	7/5/46	PORM	Cerberus, Lonsdale, Rushcutter, Wagga
Lawry	Grant Sinclair	PM5406	26686	18/11/42	23/9/46	S/Lt(Sp)	Cerberus, Lonsdale, Belconnen, Rushcutter, Harman, Magnetic, Kuttabul, Watson
Laws	Mansfield Gibson	B3987	26818	26/11/42	31/12/74	LtCdr	Cerberus, Lonsdale, Rushcutter, Magnetic, Kuttabul, Watson, Junee, Fremantle, Leichhardt, Penguin, Leeuwin, Nirimba
Lawson	Donald Raymond	S6306	26984	23/2/42	28/6/46	PORM	Cerberus, Rushcutter, Penguin, Armidale, Melville, Torrens, Leichhardt, Lonsdale
Leoni	William	PM6879	27062	30/8/43	15/2/46	RM(W)	Cerberus, Lonsdale, Rushcutter, Station 284, Torrens, Gladstone
Lewis	Glen Arthur	PA3541	26959	2/2/43	10/1/46	LRM(W)	Cerberus, Lonsdale, Rushcutter, Leichhardt, Moreton, Maryborough, Diamantina, Torrens
Liddell	T W	————	22041	2/5/38	29/1/51	CRE	Cerberus, Sydney, Hobart, London Depot (Victory 1, Spartiate), Nizam, Penguin, Lonsdale, Platypus, Warrego, Ladava, Madang, Quadrant
Linton	Robert Harriman	F4150	26465	5/3/42	27/7/46	PORM	Cerberus, Lonsdale, Harman, Penguin, Rushcutter, Kybra, Yandra, Glenelg, Australia, Leeuwin, Penguin, Murchison, Watson
Louat	Norman	S/V115	NA	23/3/42	7/3/46	Lt	Rushcutter, Cerberus, Broome, Moreton, Westralia, Madang, Binger, Aitape, Watson, Rushcutter

Lukies	Ronald Joseph	PM/V104	NA	21/3/42	30/10/46	Lt(Sp)	Lonsdale, Rushcutter, Cerberus, Watson, Townsville, Magnetic, Moreton, Swan, Rabaul, Bataan
Lyon	“Bill”						Did not complete Melbourne Tech course
Machar	Ronald William	S8418	27064	21/5/43	11/4/46	S/Lt	Cerberus, Lonsdale, Rushcutter, Station 284, Leeuwin,
MacKenzie	Alistair John	PM/V103	NA	21/3/42	17/9/45	Lt(Sp)	Rushcutter, Cerberus, Australia, Navy Office, Watson, Lonsdale
Madden	Glenn David	PM5472	26886	2/12/42	31/3/47	PORM(W)	Cerberus, Lonsdale, Rushcutter, Geelong, Torrens, Madang, Wilcannia, Moreton, Station 284, Rockhampton, Platypus, Penguin, Watson
Mangan	Alan James	PM5085	26826	23/9/42	12/6/46	LRM(S)	Cerberus, Lonsdale, Harman, Kuttabul, Moreton, Shepparton, Melville, Torrens
Mannell	Reginald Ernest	————	26150	17/10/42	6/3/46	PORM(W)	Cerberus, Lonsdale, Rushcutter, , Torrens, Kuttabul, Strahan, Watson
Marden	Robert Keith	PM4836	27034	42/08/13	46/09/16		Cerberus, Rushcutter, Lonsdale, Leichhardt, Kuttabul, Penguin, Moreton, Westralia, Madang, ML804, ML427, Amokine, ML811, Lae, ML818, Lusair, Lithgow, Tarokina, Sterna, Watson
Martin	Raymond Richard	PM5414	26739	18/11/42	29/4/46	PORM	Cerberus, Lonsdale, Rushcutter, Platypus, Moreton, Kuranda, Colac, Madang, Bungaree, Penguin, Station 284, Leichhardt, Arunta
Maslen	Graham William	B2930	26241	6/1/41	8/1/46	PORM(W)	Brisbane, Cerberus, Penguin, Rockhampton, Rushcutter, Lonsdale, Moreton, Magnetic, Cairns, Platypus, Kuranda, Nizam, Quadrant
Mathews	John David	————	26903	22/9/43	27/6/46	A/PORM	Rushcutter, Cerberus, Lonsdale, Moreton, Ladava, Magnetic, Swan, Station 284, Leichhardt, Watson, Manoora
Matthews	Hugh Vivian M.	PM6179	27063	31/3/43	4/1/46	RM(W)	Cerberus, Lonsdale, Rushcutter, Station 284, Shepparton, Moreton, Magnetic, Melville, Carpentaria,
Maxwell	John David	PM5657	26948	10/12/42	13/5/46	PORM	Cerberus, Lonsdale, Rushcutter, Leichhardt, Kanimbla

May	Robert Arthur	————	19068	25/7/28	NK	ElCdr	Cerberus, Albatross, Penguin, Voyager, Canberra, Vendetta, Stuart, Leeuwin, Warramunga, Platypus, Kuttapul, Ladava, Shropshire, Harman
McArthur	Archibald John	PA/V55	NA	20/3/42	30/11/45	Lt(Sp)	Rushcutter, Cerberus, Adelaide, Lonsdale, Basilisk, Ladava, Goulburn, Kiama, Cowra, Jon Jim, Madang, Moreton, Watson, Torrens
McAully	Maurice	B3410	27129	20/11/41	25/6/46	LRM(S)	Cerberus, Brisbane, Australia, Lonsdale, Harman, Penguin, Moreton, Coonawarra, Melville, Moreton
McClements	Richard George C	S4677	26992	8/10/40	29/3/46	LRM(S)	Rushcutter, London Depot (King Alfred, Victory 1, Osprey, Shrapnel), Nepal, Rushcutter, Lonsdale, Penguin, Kuttapul, Torrens, Melville, Westralia
McClure	James William	PM6362	26881	14/4/43	NK	Commodore	Cerberus, Lonsdale, Rushcutter, Moreton, Stawell, Watson, Penguin, Australia, Warramunga, Leeuwin, London Depot (Tee Greenock, Collingwood, Scorpion), Kuttapul, Voyager, Penguin, Melbourne, Harman
McCormack	Bernard Francis	B3848	26823	29/1/47	17/9/42	LRM(S)	Cerberus, Lonsdale, Harman, Platypus, Magnetic, Thursday Island, Moreton, Booby Island, Carpentaria, Penguin
McCrea	Gordon John	PA3519	26889	18/1/43	12/6/46	PORM(S)	Cerberus, Lonsdale, Harman, Magnetic, Moreton, Platypus, Ararat, Ladava, Torrens, Gympie, Madang, Lithgow
McDonald	Reuben Varney	S/V150	NA	21/4/42	12/1/51	CEIO	Rushcutter, Cerberus, Watson, Australia, Penguin
McDonnell	James Mathew	————	26152	28/10/42	1/3/46	PORM(S)	Cerberus, Lonsdale, Harman, Penguin, Rushcutter, Basilisk, Charon, Madang, Gympie, Bingera, Platypus, Bingaree, Stuart, Penguin, Watson
McEacharn	Ronald Ernest L	————	26506	5/4/43	9/5/46	PORM	Cerberus, Rushcutter, Penguin, Barcoo, Ladava, Madang, Benalla, Melville, Magnetic, Rockhampton, Faye C, Lonsdale, Watson
McIvor	Colin William	B/V87	NA	20/3/42	6/2/46	Lt(Sp)	Rushcutter, Cerberus, Hobart, Yandra, Lonsdale, Torrens, Navy Office, Moreton

McKenzie	Alexander Leys	S8234	26943	12/4/43	19/12/46	PORM	Cerberus, Lonsdale, Rushcutter, Penguin, Kuttabul, Warramunga, Quiberon
McKinna	Eric Charles	B2215	26947	2/9/39	17/4/46	PORM(W)	Penguin, Melville, Kuttabul, Lonsdale, PWSS, Rushcutter, Leichhardt, Moreton, Colac, Langemak, Shoalhaven, Maryborough
McLachlan	Alexander Reid	W2430	26630	16/7/42	13/9/46	WM	Cerberus, Lonsdale, Rushcutter, Shropshire
McLean	John Middleton	PA3421	26962	15/12/42	4/2/47	RM(W)	Cerberus, Lonsdale, Rushcutter, Kuttabul, Madang, Penguin, Kiama, Torrens
Medhurst	Philip John	H1889	————	12/1/42	6/3/47	Lt(Sp)	Cerberus, Rushcutter, Kanimbla, Quickmatch, Watson, Bataan, Warramunga, Quadrant
Medley	David John	NA	NA	10/11/41	5/12/45	Lt(Sp)	Lonsdale, Rushcutter, Cerberus, Penguin, Canberra, Moreton, Magnetic, Basilisk, Madang, Watson, Hobart, Australia, Station 284
Metcalfe	William John	S8096	26925	17/10/42	5/2/47	PORM	Cerberus, Lonsdale, Harman, Penguin, Moreton, Ladava, Madang, Whang Pu, Belian Island, Stuart, Watson
Mettam	John Arthur	S6132	26227	24/11/41	7/3/46	PORM	Cerberus, Lonsdale, Rushcutter, Penguin, Ping Wo, Ladava, Moreton, Station 284, Magnetic, Watson
Mills	Charles Patrick	S7073	26564	7/9/42	19/9/46	PORM(W)	Cerberus, Lonsdale, Kuttabul, Rushcutter, Melville, Moreton, Magnetic, Penguin, Mercedes, Cairns, Shropshire
Mills	Jack Murdoch	PM5098	26813	21/8/42/	16/5/46	PORM	Cerberus, Lonsdale, Rushcutter, Kuttabul, Vendetta, Stuart
Millis	Thomas Ormond	PM5512	26746	16/12/42	4/9/46	PORM	Cerberus, Lonsdale, Harman, Rushcutter, Benalla, Kuttabul, Bataan, Watson, Barwon
Mitchell	R J	S/V153	————	22/4/42	4/3/46	PORM	Rushcutter, Cerberus, Moreton, Platypus, Magnetic, Kuranda, Leichhardt
Mitchell	Robert Rodon	NA	NA	18/4/42	21/11/46	Lt(Sp)	Rushcutter, Moreton, Rathmines, Basilisk, Watson.
Mohr	Robert Finey	PA3271	————	14/10/42	6/5/47	PORM	Cerberus, Kuttabul, Platypus, Arunta, Magnetic, Moreton Watson, Torrens, Station 284, Penguin,

Monck	James Desmond	F5018	26996	22/4/43	22/1/46	LRM	Cerberus, Lonsdale, Platapus, Moreton, Magnetic, Ladava, Ping Wo, Whang Pu, Belian Island, Madang, Bungaree, Penguin, Leeuwin, Wilcannia, 2MRS, Rockhampton, Moreton, Torrens, Melville
Moodie	Vincent Joseph	PM4900	26568	26/8/42	4/9/46	WM	Cerberus, Lonsdale, Rushcutter, Whyalla, Moreton, Ladava, Watson
Moore	Kevin Charles	S6208	26342	26/1/42	22/2/46	PORM(W)	Cerberus, Lonsdale, Kuttatul Stuart, Rushcutter
Morgan	John Llewellyn	S/8233	————	19/3/43	27/5/47	PORM	Cerberus, Rushcutter, Yandra, Magnetic, Bowen, Penguin, Watson Gladstone, Lonsdale, Hobart, Murchison
Morgan	Paul Vincent	S/V151	————	22/4/42	9/8/46	PORM	Rushcutter, Cerberus, Maryborough, Moreton
Morrison	Ernest James	PM5069	26688	23/9/42	NK	Capt(L)	Cerberus, Lonsdale, Rushcutter, Kuttatul, Mildura, Platypus, Moreton, Leeuwin, Watson, Watson, Australia, Sydney, (HMS Ariel, Peregrine, President, Collingwood), Vengeance, Albatross, 816 & 817 SqdnsTobruk, Vampire, Harman, Melbourne, Terror, Supply, Nirimba
Murfett	Leslie Horace	PM4192	26344	25/2/42	25/6/46	PORM	Cerberus, Lonsdale, Rushcutter, Kuttatul, Hobart, Penguin
Murphy	Adrian Joseph	PM4912	26991	23/9/42	10/2/47	PORM	Cerberus, Assault, Lonsdale, Belconnen, Penguin, Madang, Ladava, 2 MRS, Tarangau
Murphy	Neville	NA	NA	25/6/42	15/5/46	Lt(Sp)	Rushcutter, Cerberus, Platypus, Kybra, , Magnetic, Cairns, Moreton, Kuranda, Kuttatul
Murray	Robert Payne	S7194	26743	6/9/42	25/9/46	PORM(W)	Cerberus, Lonsdale, Orara, Penguin, Watson, Broome, LST 3008, LST 3501,
							LST 3017
Neale	George Matthews	————	25725	9/2/42	9/1/44	WM	Cerberus, Lonsdale, Rushcutter, London Depot for Shropshire,
Norman	Philip Gregory	NA	NA	14/9/42	24/9/46	Lt(Sp)	Rushcutter, Kuttatul, Madang, Westralia, Mois Wolendi, Gascoyne, Manus, Watson



North	Harry Jack	F4415	27065	23/7/42	12/7/46	RM(W)	Cerberus, Rusahcutter, Leeuwin, Lonsdale, Station 284, Torrens, Ipswich
Nunn	John Francis	S5879	26951	6/8/41	12/12/45	RM(W)	Cerberus, Maitland, Hobaert, Lonsdale, Rushcutter, Station 284, Penguin, Barcoo, Ladava, Wilcannia, Madfang, Faye C, Whang Pu, Manoora, Moreton, Watson
O'Callaghan	Jack	————	21657	27/9/37	14/1/51	ChRE	Cerberus, Sydney, Vampire, Stuart, Sultan, Melville, Torrens, Madang, Bingera, Lonsdale, Kuttapul, Warramunga, Australia
O'Keeffe	Daniel Frederick	B/V86	NA	20/3/42	19/11/46	Lt(Sp)	Rushcutter, Cerberus, Swan, Moreton, Magnetic, Ladava, Yunan, Katoomba, Rockhampton, Colac, Glenelg, Faye C, Stuart,
O'Sullivan	Thomas King	————	25585	13/1/42	16/5/46	PORM(W)	Cerberus, Lonsdale, Penguin, Rushcutter, Platypus, Swan, Moreton, Magnetic, Kuttapul, Murchison, Watson
Oppermann	Allan Fred	PM6726	27036	6/7/43	8/3/46	RM(W)	Cerberus, Rushcutter, Inverell, Moreton, Magnetic, Lonsdale, Leeuwin
Palliser	John William G.	PM/V102	————	21/3/42	20/12/54	S/Lt	Lonsdale, Rushcutter, Cerberus, Assault, Penguin, Moreton, Tobruk, Manoora, ML824, ML825, ML1323, Merauke, Magnetic, Kuranda, Westralia, Ping Wo, Doomba, Basilisk
Palmer	Thomas Robert	PA3972	27130	10/5/43	6/2/47	PORM(S)	Cerberus, Lonsdale, Torrens, Harman, Penguin, Magnetic, Moreton, Rushcutter, Station 284, Leeuwin, Watson, Balikpapan, Tarakan, Burdekin, Giloto, Morotai, Kanimbla, Torrens
Parker	Kevin Joseph	B4245	26893	26/11/42	12/3/47	LRM(S)	Cerberus, Lonsdale, Harman, Platypus, Moreton, Cairns, Thursday Island, Wednesday Island, Penguin, Carpentaria, Harman, Kuttapul, Rushcutter
Parkes	George Henry	S6180	26428	12/1/42	30/1/46	S/Lt(Sp)	Cerberus, Lonsdale, Rushcutter, Kuttapul, Manoora, Arunta, Watson, Penguin
Parkin	Griffiths Coulson	————	NA	19/4/42	20/7/43	S/Lt	Lonsdale, Rushcutter, Hobart K.I.A.

Parr	Stanley James	————	21670	27/9/37	23/9/50	ChRE	Cerberus, Sydney, Penguin, Torrens, Whyalla, Basilisk, Kuttabul, Gascoyne, Ladava, Madang, Watson
Partridge	Frank Bernard R	PA1725	26375	18/9/39	5/4/46	PORM(S)	Cerberus, Torrens, Melville (Wato), Platypus, Kuttabul, Rushcutter, Leeuwin, Melville, Coonawarra
Pearson	Reginald Thomas	PM5121	26816	21/10/42	10/2/47	PORM	Cerberus, Lonsdale, Rushcutter, Kuttabul, Latrobe, Torrens, Watson
Penglase	Dean Trestrail	PA3139	26563	8/9/42	3/9/46	PORM	Cerberus, Lonsdale, Wilcannia, Kuttabul, Hobart, Townsville, Watson, Torrens
Pennington	Harry Lance (Bill)	F4108	26460	19/3/42	2/5/46	PORM(W)	Cerberus, Lonsdale, Rushcutter, Leeuwin, Station 284, Australia, Penguin, Moreton
Penton	William Arthur	NA	NA	12/1/43	26/3/47	Lt(Sp)	Rushcutter, Australia, Moreton, Lonsdale, Yandra, Penguin
Perry	Charles George	S6993	26744	21/9/42	13/9/46	PORM	Cerberus, Lonsdale, Kuttabul, Rushcutter, Moreton, Rockhampton, Platypus, Penguin, Watson, Hobart
Phipps	Trevor	S4140	27066	30/12/24	10/12/45	PORM	Cerberus, Rushcutter, Watson, Canberra, Perth Warrego, Magnetic, Lonsdale
Pieremont	Neil Steinberg		16113	30/12/24	12/12/45	PORM	Tingara, Cerberus, Platypus, Adelaide, Sydney, Canberra, Penguin, Melville, Rushcutter
Pollock	John	S8780	27026	17/6/43	3/2/47	PORM	Cerberus, Lonsdale, Penguin, Belconnen, Rushcutter
Porch	Watkin Lloyd	PM4214	26377	11/3/42	22/8/46	PORM	Cerberus, Lonsdale, Kuttabul, Rushcutter, Nizam
Porter	John Frank	PM3386	25761	26/1/41	9/6/46	PORM	Cerberus, Melville, Penguin, Lonsdale, Watson, Rushcutter, Wollongong, Leichhardt
Powell	Alan Nalder	PA4621		6/3/44	29/4/46	LRM	Torrens, Cerberus, Rusahcutter, Penguin, Yandra, Watson, Kuttabul, Condamine, Maitland, Quickmatch
Powell	Ernest Stanley	PM5208	26603	17/9/42	15/4/46	PORM	Cerberus, Lonsdale, Rushcutter, Castlemaine, Leeuwin, Watson
Power	Gordon McKinstry	NA	NA	29/4/43	8/12/47	Lt(S)	Rushcutter, Platypus, Arunta, Moreton, Watson, Penguin

Price	Peter Barry	S6597	26673	29/6/42	28/6/46	WM	Cerberus, Lonsdale, Harman, Magnetic, Moreton, Melville, Kuttatul Penguin, Rushcutter
Pritchard	Maurice Francis	PM7860	————	5/12/44	9/6/47	PORM(W)	Cerberus, Penguin, Watson, Lonsdale, Ecucha, Lonsdale
Ramsay	Hilton	S8235	27131	21/5/43	25/6/46	PORM(S)	Cerberus, Lonsdale, Harman, Penguin, Moreton, Madang, Magnetic, Drega, Ping Wo, Tarangau, Diamantina, Rushcutter
Randles	Kevin Crofts	PM6846	27132	17/8/43	11/2/47	PORM(S)	Cerberus, Lonsdale, Belconnen, Penguin, Harman, Ladava, Bungaree, Madang, Penguin, Watson, Coonawarra, Torrens, Melville
Ray	Allan	H1702	26926	5/8/41	30/4/46	LRM(S)	Cerberus, Derwent, Stuart, Rushcutter, Lonsdale, Harman, Penguin, Torrens, Melville, Coonawarra, Huon
Rees	Thomas Richmond	F5239	26820	19/1/43	13/9/46	PORM	Cerberus, Lonsdale, Rushcutter, Leeuwin, Ladava, Madang, Penguin, Kuttatul, Condamine, Maitland
Rice	Neville Dean	B3429	26940	21/1/42	22/2/46	RM(W)	Cerberus, Penguin, Hobart, Lonsdale, Rushcutter, Leichhardt, Arunta, Watson, Penguin
Richardson	Albert Eustace	PM8086	————	13/3/45	9/6/47	LRM	Cerberus, Penguin, Watson, Lonsdale, Moreton, Tarangau, Mildura
Richardson	Alexander Compson	PA3459	26815	5/1/43	7/5/47	PORM(W)	Cerberus, Lonsdale, Rushcutter, Parkes, Melville, Torrens, Watson, Leeuwin
Richardson	Laurence Ross N	PM/v418	26930	16/6/43	9/9/46	PORM	Cerberus, Lonsdale, Rushcutter, Leichhardt, Hobart, Penguin, Watson
Richer	John Lewis	PM6871	27093	23/8/43	11/6/46	LRM(S)	Cerberus, Lonsdale, Harman, Penguin
Ridsdale	Gregory William	PM5163	26689	21/10/42	16/9/46	PORM	Cerberus, Lonsdale, Kuttatul, Rushcutter, Bendigo, HMS Oxfordshire, Goulburn, Platypus
Roberts	Joseph Armistice	PA3598	26927	16/2/43	23/10/45	LRM(S)	Cerberus, Lonsdale, Harman, Penguin, Melville, Magnetic, Torrens
Robin	Douglas Bruce	PA3039	26566	28/7/42	6/2/46	PORM(W)	Cerberus, Lonsdale, Kuttatul, Harman, Rushcutter, Yandra, Glenelg, Torrens, Penguin, Warramunga, Madang, Lithgow

Robinson	George Eugene A	NA	NA	30/9/41	14/11/46	Lt(Sp)	Cerberus, Brisbane, Magnetic, Platypus, Basilisk, Moreton, Magnetic, Carpentaria, Catherine River, GPV957, Bungaree
Robinson	John William	F4860	26928	11/2/43	17/6/46	LRM(S)	Cerberus, Lonsdale, Harman, Penguin, Huon, Basilisk, Magnetic, Moreton, Rushcutter, Station 284, Kuttabul, Leeuwin, Coonawarra, Melville
Rogers	John Alister	————	21672	27/9/37	24/9.50	ChRE	Cerberus, Hobart, Perth, Penguin, Lithgow, Moreton, Coonawarra, Gilolo, Torrens, Platypus
Rosanove	Ivan	PM5595	26957	6/1/43	29/1/47	RM(W)	Cerberus, Lonsdale, Rushcutter, Gympie, Watson, , Watson, Platypus
Routh	Russell Miller	PM5680	26985	3/2/43	18/12/46	PORM	*Cerberus, Lonsdale, Rushcutter, Pewnguin, Leichhardt, Watson, Quiberon, HMS Urchin.
Rugless	Eric	S8597	27027	25/3/42	24/6/46	PORM(S)	Cerberus, Lonsdale, Penguin, Belconnen, Harman, Coonawarra, Moreton, Melville, Rushcutter
Ryan	George Joseph	PM4235	26376	25/3/42			Cerberus, Lonsdale, Kuttabul, Rushcutter, Leeuwin, Moreton, Westralia, Madang, Lae, Oro Bay, Ping Wo, Ladava, Drega Harbour, Tarangau, Barcoo, Penguin, Harman
Ryan	Hugh Joseph	PM5034	26565	23/9/42	9/11/46	PORM	Cerberus, Lonsdale, Rushcutter, Cairns, Magnetic, Bundaberg, Torrens, Moreton, Watson, Quadrant, Quickmatch, Penguin
Salmon	Walter Varcoe	PM3548	26740	5/5/41	10/5/46	PORM	Lonsdale, Cerberus, Canberra, Rushcutter, Penguin, Barcoo, Moreton, Merkur, Ladava, Broome, Torrens, Watson
Saunders	Norman Leslie	————	26085	26/8/43	2/3/46	PORM(W)	Leeuwin, Lonsdale, Cerberus, Harman, Rushcutter, Watson
Scaife	Clyde Arthur G	PM5644	26819	20/1/43	23/9/46		Cerberus, Lonsdale, Rushcutter, Penguin, June, Watson,
Scholes	Bruce Stewart	PM6411	26986	25/5/43	31/5/46	PORM	Cerberus, Lonsdale, Rushcutter, Penguin, Magnetic, Benalla, Leeuwin
Shackleton	Ian Robert A	B4213	26932	11/9/42	26/7/46	PORM(W)	Cerberus, Lonsdale, Rushcutter, Moreton, Melville, Parkes, Magnetic, Lismore

Sheehan	Joseph Patrick	F3734	26242	2/6/41	21/6/46	PORM(W)	Leeuwin, Olive Cam, Cerberus, Lonsdale, Penguin, Rushcutter, Platypus, Warrego, Whang Pu, Moreton, Leeuwin, Watson, Quickmatch
Sholl	Geoffrey David	PM5601	27008	19/4/42	3/10/46	S/Lt(Sp)	Cerberus, Lonsdale, Rushcutter, Watson
Shorland	David Alexander D	PM5594	26814	6/1/43	11/3/46	PORM	Cerberus, Lonsdale, Rushcutter, Penguin, Magnetic, Townsville, Watson
Silberberg	Frank Gerald	PM5509	26827	6/1/43	6/3/45	LRM(S)	Cerberus, Lonsdale, Harman, Magnetic, Cairns, Platypus, Katoomba, Ladava, Westralia, Penguin, Moreton, Deloraine, Langemak, Meikin
Simmonds	Norman Henry	————	10321	1/7/21	19/11/45	EIL/Cdr	Leeuwin QUERY
Simmonds	William	————	22371	1/8/38	19/6/67	CRE	Cerberus, Adelaide, Moreton Bay, London Depot (Mercury, Victory 4), Nepal, Penguin, Magnetic, Pirie, Swan
Simons	Donald John	————	26332	19/10/42	12/10/51	CEIO(R)	Cerberus, Rushcutter, Platypus, Moreton, Cairns, Lithgow, Watson
Slade	Charles Irwin	PM5588	————	19/4/43	9/5/46	POWM	Rushcutter, Leichhardt, Hobart, Watson, Lonsdale
Slatyer	Robert Thomas	————	25726	6/1/42	26/9/46	Lt(Sp)	Rushcutter, Cerberus, Shropshire, Torren, Leeuwin, Hobart, Australia, Merkur
Smith	Bevis George A	F4463	27007	20/8/42	2/5/46	PORM(W)	Cerberus, Lonsdale, Rushcutter, Ecucha, Leeuwin, Moreton, Watson
Smith	Bryan James	PM5431	26987	16/12/42	2/5/46	PORM(W)	Cerberus, Lonsdale, Rushcutter, Madang, Barcoo, Kuttatul
Snadden	Robert	H1913	26379	5/2/42	18/2/46	PORM(W)	Cerberus, Lonsdale, Rushcutter, Warramunga, Penguin, Watson
Snow	John	————	25731	23/3/42	26/4/46	S/Lt(Sp)	Rushcutter, Cerberus, Watson, Australia
Snyder	Cecil	B4640	26944	3/5/43	4.6.47	PORM	Cerberus, Lonsdale, Rushcutter, Quiberon, Cessnock, Ballarat, Platypus, Watson, Shropshire
Soar	Dudley Turner	PA3037	26558	28/7/42	13/9/46	LRM(W)	Lonsdale, Cerberus, Rushcutter, Geraldton, Leeuwin, Torrens, Watson, Mildura



Steele	Robin Lambert	S7814	26883	1/2/43	8/1/47	PORM(W)	Cerberus, Lonsdale, Rushcutter, Lanka, Maryborough, Penguin, Watson, Warramunga, Hobart
Stephens	Roland George	H2534	27029	7/4/43	1/7/46	PORM	Cerberus, Lonsdale, Belconnen, Penguin, Moreton, Magnetic, Ladava, Ping Wo, Katoomba, Madang, Huon, Cairns
Stevens	Raymond Thomas	F4681	26900	29/10/42	24/4/46	LRM(S)	Cerberus, Lonsdale, Harman, Leeuwin
Stevens	William Edward	PA4233	27037	5/7/43	29/11/46	PORM	Cerberus, Lonsdale, Rushcutter, Wagga, Torrens, Penguin, Watson, Shropshire
Stewart	Colin Henry	B3910	26503	24/7/42	15/8/78	Cdr	Cerberus, Lonsdale, Rushcutter, Madang, Moreton, Sterna, Hobart, Penguin, London Depot, Watson, Tobruk, Australia, Sydney, Kuttabul, Quiberon, Narimba, Creswell
Strange	Jack Merton B	NA	NA	30/9/39	14/2/46	Lt	Note 1 Rushcutter. Leeuwin
Sullivan	Phillip Grose	PA3480	26880	5/1/43	7/2/46	RM(W)	Cerberus, Lonsdale, Rushcutter, Ladava, Moreton, Warramunga Rockhampton, Jon Jim, Whang Pu, Madang, Kapunda, Wagga,, Katoomba, Swan, Rockhampton, Colac, Torrens, Penguin, Watson, Westralia
Sumners	Thomas William	S7446	26671	19/10/42	8/2/46	WM	Cerberus, Lonsdale, Harman, Magnetic, Coonawarra, Melville, Rushcutter
Swan	John Gordon	PA3377	26954	1/12/42	8/2/46	PORM	Cerberus, Lonsdale, Rushcutter, Torrens, Cairns, Wollongong, Leeuwin
Taylor	Clive Reginald	PA/V54	NA	20/3/41	16/3/46	Lt(Sp)	Rushcutter, Cerberus, Moreton, Lonsdale, Watson ,Torrens
Taylor	Keith Edward	B3979	26672	20/8/42	6/8/46	LRM	Cerberus, Lonsdale, Harman, Moreton, Ladava, Madang, kiama, Swan, Basilisk, Cairns
Thomas	Frederick Walter	S4390	26340	1/8/40	16/1/46	PORM	Rushcutter, Cerberus, Kuttabul, Shropshire, moreton, Ladava, Hobart, Penguin, Watson
Thomas	Wesley Phillips	PM4990	26669	4/5/42	3/5/46	LWM	Cerberus, Lonsdale, Harman, Magnetic, moreton, Penguin, Madang, Tarangau

Thomson	Ninian Miller	S6681	26345	4/5/42	3/5/46	LWM	Note 1
Thwaites	Peter Nelson	NA	NA	27/11/41	20/2/46	A/LtRANVR	London Depot (King Alfred, Victory4, Mercury), Rushcutter, Australia, Penguin, Lonsdale, Cerberus, New York, NLA London
Tighe	Kevin Leo	W2640	26828	9/10/42	19/6/46	LRM	Lonsdale, Cerberus, Harman, Magnetic, Melville, Torrens, Rushcutter, Moreton, Station 284, Penguin, Kuttabul, Tarangau, platypus, Westralia, Barcoo, Stawell, Gilolo, Moratai, Kanimbla
Tilleard	Joseph Freeman	————	22081	3/5/38	18/5/50	ChRE(WR)	Cerberua, Hobart, Penguin, Adelaide, Melville, Coonawarra, Doomba Cessnock, Napier, Nile, Lanka, Lismore, Watson, Shropshire, Australia, Lonsdale
Tiller	Clement George	1165	NA	3/7/42	19/2/62	EILt	Penguin, Napier, (London Depot, Tana, Highflyer, Woolwich) Lonsdale, Magnetic, Cerberus, Watson, Platypus, Harman, Australia,
Tiller	Kenneth Matthew J	PA/V53	26466	20/3/42	7/3/46	PORM	Rushcutter, Cerberus, Lonsdale, Melville, Inverell, Leeuwin, Torrens, Station 284, Penguin, Watson, Kybra
Timewell	Rayford Arthur	W/2311	26239	14/1/42	4/3/46	PORM	Cerberus, Lonsdale, Rushcutter, Quiberon, Kilemdine, Napier, Norman, Quiberon, Watson
Topping	Roy	S4871	26338	30/11/40	24/5/46	PORM	Rushcutter, Cerberus, Lonsdale, Kuttabul, Australia, HMS Suffolk, Penguin, Watson, Queenborough
Traeger	Leslie John	PA3034	26468	22/7/42	4/7/46	PORM	Cerberus, Lonsdale, Kuttabul, Rushcutter, Bathurst, Watson, Torrens
Travers	Roy Charles	————	25786	25/4/42	2/6/44	WM	Cerberus, Lonsdale, Rushcutter, Magnetic, Moreton, Magnetic, Penguin
Trensky	Gilbert Henry	SV/289	————	1/2/43	27/5/46	PORM	Rushcutter, Kuttabul, Penguin, Hobart, Madang, ML805, ML811, ML809, Manoora, Watson, Adelaide, Bungaree
Tribe	Harry Benjamin	W2308	26238	11/2/42	13/2/46	PORM	Cerberus, Lonsdale, Rushcutter, Arunta, Penguin, Moreton, Watson

Tucker	Geoffrey Clinton	PA3402	27028	19/1/43	4/2/47	LRM(S)	Lonsdale, Cerberus, Belconnen, Penguin, Moreton, Ladava, Whang Pu, Belian Island, Madang, Kuranda, Torrens, Cairns, Harman, Watson
Utz	Kenneth Raymond	NA	NA	30/4/43	29/9/45	S/Lt(Sp)	Rushcutter, Kybra, Leeuwin, Lonsdale, Watson, Sterna
Vary	Maurice John	PM6420	27038	25/5/43	15/2/46	LRM(W)	Cerberus, Lonsdale, Rushcutter, Watson, Shropshire
Vidale	Stephen James	PA5404	————	10/5/45	10/6/47	LRM	Cerberus, Penguin, Watson, Latrobe, Quickmatch, Burdekin, Torrens
Wallace	James Grafton	S7324	26600	19/9/42	17/10/45	PORM	Cerberus, Lonsdale, Kuttabul, Rushcutter, Leeuwin, Penguin, Station 284, Watson
Wardrop	Peter James	PM5824	26961	17/2/43	7/3/46	PORM(W)	Cerberus, Lonsdale, Rushcutter, Leichhardt, Kuttabul, Penguin, Hobart, Stuart
Watkins	Bruce Marshall	PM4513	26578	6/5/42	10/7/46	PORM	Cerberus, Lonsdale, Rushcutter, Penguin, Barcoo, Station 284, Moreton, Watson, Bataan
Waugh	Richard Leslie H	————	22473	5/9/38	30/6/49	CEIO	Cerberus, Canberra, Lonsdale, Penguin, Rushcutter, Nepal, Bataan, Watson, Kuttabul, Arunta, Warramunga, Hobart, Platypus
Weedon	Peter Alfred G.		F4216				Did not complete Melbourne Tech course.
Wells	Kenneth Lawrence	S5938	26674	26/8/41	28/12/45	PORM(S)	Cerberus, Lonsdale, Penguin, Bingera, Harman, Ladava, Moreton, Magnetic, Swan, Basilisk, Madang, Oro Bay
West	James Ernest H	F4105	26461	19/3/42	19/2/46	PORM	Cerberus, Lonsdale, Rushcutter, Kuttabul, Leeuwin, Gawler, Watson
Westcott	Kenneth Joseph G	PM4166	26462	22/2/42	19/8/46	PORM	Cerberus, Lonsdale, Rushcutter, Ballarat, Kuttabul, Watson, Castlemaine, Burdekin
Westlake	Henry Morgan	F3747	26341	2/6/41	20/5/46	PORM	Leeuwin, Cerberus, Lonsdale, Rushcutter, Melville, Torrens, Media 23, Penguin, Watson, Lachlan
White	Cecil Herbert	F4728	26890	26/11/42	1/4/46	LRM(S)	Cerberus, Lonsdale, Harman, Penguin, Moreton, Basilisk, Magnetic, Leeuwin, Rushcutter, Penguin, Kuttabul, Stuart

White	Cuthbert Frederick	PM5475	26884	30/11/42	6/3/46	LRM(W)	Cerberus, Lonsdale, Rushcutter, Basilisk, Torrens, Maryborough,
Whitfield	Alan	NA	NA	4/7/42	28/6/46	LtCdr(Sp)	Rushcutter, Cerberus, Kuttabul, Australia, Ladava, Huon, Basilisk Langemak, Lae, Orara, Saidor, Madang, Ping Wo, Kapunda, Wagga Swan, Penguin,,
Whitten	Ronald Henry	PM/V101	NA	1/3/42	19/3/46	Lt(Sp)	Lonsdale, Rushcutter, Cerberus, Moreton, Kybra, Hobart, Inverloch
Williams	Gilbert Raymond	PA3095	26742	25/8/42	12/9/46	PORM(W)	Cerberus, Lonsdale, Harman, Rushcutter, Moreton, Katoomba, Platypus, Leeuwin, Torrens
Williams	Jack	PA2111	26228	17/3/41	22/5/46	PORM(W)	Torrens, Lonsdale, Cerberus, Rushcutter, Moreton, Melville, Inverell, Station 284, Kuttabul, Watson, Hobart, Launceston
Williams	William Griffith	————	26339	29/12/42	19/8/46	PORM	Cerberus, Lonsdale, Rushcutter, Kuttabul, Penguin, Madang, Shropshire, Leeuwin, Parkes
Wilson	Kenneth Hastings	S3452	26829	27/8/39	23/4/46	LRM(S)	Penguin, Rushcutter, Lonsdale, Cerberus, Harman, Magnetic, Melville, Moreton, Coonawarra, Station 284, Kuttabul, Stuart, Platypus, Kanimbla, Hawkesbury, Hobart
Wilson	Robert James M.	PM2998	26830	16/9/40	11/2/46	LRM	Cerberus, Lonsdale, Hobart, Harman, Magnetic, Watson
Wise	John Ronald	————	26514	14/4/43	9/7/47	PORM	Cerberus, Lonsdale, Quickmatch, Station 284, Kuttabul
Witten	Geoffrey Arthur	PM5320	————	16/12/42	10/12/46	LRM	Cerberus, Lonsdale, Shropshire, Rushcutter, Penguin, Watson, Katoomba, Manoora, Tarangau
Wood	Brian William	————	26609	8/6/43	9/1/47	PORM(S)	Cerberus, Lonsdale, Harman, Penguin, Kuttabul, Moreton, Magnetic, Tarangau
Woodhouse	Osborne Arthur C	PM5650	26953	16/12/42	8/7/46	PORM	Cerberus, Lonsdale, Rushcutter, Ipswich, Torrens, Leeuwin, Penguin, Watson, Barwon
Woodward	Gregory Allan	PM4845	26602	9/9/42	2/9/46	PORM	Cerberus, Lonsdale, Rushcutter, Arunta, Norman, Bathurst (Note 2), Burnie, Watson

Wray	William Harold	PM5248	————	21/10/42	9/8/45	LRM	Cerberus, Rushcutter, Adelaide, Penguin, Watson, Lonsdale
Young	Alan Fraser	NA	NA	18/4/42	2/5/46	Lt(S)	Lonsdale, Rushcutter, Penguin, Yandra, Kybra, Watson

#### NOTES

1. Although [www.wv2roll.gov.au](http://www.wv2roll.gov.au) lists this person, Australian Archives have no records. Hence exact details of ships and establishments served in are not known
2. Comment from Greg Woodward “My RAN service records show Bathurst Pool 7/10/44 – 15/10 44, the time between leaving Norman in Trincomalee and joining Burnie in Colombo. In this period I was at the RN establishment in Colombo – Chatham Barracks or Depot – and shared a hut with two seasoned PN PO permanents, also enjoying, for the first time, a tot of rum with midday meals. I think Bathurst Pool means I was awaiting a posting to an RAN Bathurst Class Corvette which turned out to be Burnie”.



## Chapter 5 - Ranks

### An Explanation

For readers unfamiliar with Naval terminology of the 1940s, the following explanation and tables will help in understanding the apparent cryptic letters in the Rank column of the Names list.

The basic rank is represented by some letters in the body. For example PO for Petty Officer, or Lt for Lieutenant. This is further defined by letters to the right or left. For example LRM is Leading Radio Mechanic, and ElCdr is Electrical Commander. Finally there are the suffix letters in parenthesis to denote further specialisation such as (S) for wireless telegraphy equipment installed in shore establishments

Considering the ranks covered in this history, the hierarchy of non commissioned ranks was:

Ordinary  
Able  
Leading  
Petty Officer  
Chief Petty Officer

For commissioned ranks the hierarchy was:

Midshipman  
Sub Lieutenant  
Lieutenant  
Lieutenant Commander (historical Lieutenant in Command)  
Commander  
Captain  
Commodore  
Rear Admiral

As well, for those non coms commissioned “from the ranks”, there were the titles of Commissioned and Senior Commissioned. Thus Commissioned Electrical Officer, Senior Commissioned Engineering Officer etc. These two positions related in a rather loose fashion to Sub Lieutenant and Lieutenant respectively.

#### Letters to the left

A Acting. That is temporary appointment  
L Leading  
PO Petty Officer  
Ch Chief (Petty Officer)  
El Electrical. That is a specialisation in electrical technology  
Inst Instructor. Typically those with professional qualifications in teaching

C Commissioned

#### Core Letters

RE Radio Electrician. This was the name change from PORM as from 1947  
RM Radio Mechanic  
WM Wireless Mechanic. 1942 title changed in 1943 to Radio Mechanic  
S/Lt Sub Lieutenant  
Lt Lieutenant  
LtCdr Lieutenant Commander  
Cdr Commander  
Capt Captain  
Cmdr Commodore  
RAdm Rear Admiral

## Suffixes

- (L) Electrical
- (R) Radar
- (S) Wireless Telegraphy (W/T) equipment in shore establishments
- (W) Radar & W/T
- (Ty) Temporary
- (Sp) Specialist. Generally the radar officers specially trained at University.

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## Chapter 6 - Melbourne Technical College & Training

### Melbourne Technical College

During the years of WW2, Melbourne Technical College provided much valuable basic training in a number of trades to the three branches of the armed forces, to the War Industry Factory Board and to the Aircraft Production Department. Following is an extract of the book “The Tech” by Stephen Murray-Smith and Anthony John Dare 1987:

#### “Defence Training: A Summary

The college had trained 11,000 servicemen by May 1943. Courses in twenty eight different subjects had been provided for the army, thirteen for the air force, and one for the navy\*. War Industry trainees had been trained in seventeen trades for the Factory Board, and six for the Department of Aircraft Production. Training continued through 1943 and 1944, and was only closed down in 1945. By June 1944 there were 106 instructors at the college engaged full time on defence training work, 89 for the air force\*\*, 15 for the army, and 32 for the Factory Board.

By the end of the war over 20,000 trainees had completed courses at the Melbourne Technical College, representing about one sixth of those trained throughout Australia during this period. The precise numbers trained at the college were as follows:

RAAF	15,801
Army	4,813
Navy	403***
Factory Board	2,011
Total	23,028”

Editor’s note;

\* This was the Wireless/Radio Mechanic basic training

\*\* Often Navy trainees were in class together with RAAF trainees.

\*\*\* The make up was as follows:

Wireless Mechanics	343
Electrical Fitters	12
Ordnance Fitters	12
Elec. & Ord. Fitters	12
Ordnance Mechanics	12
Electrical Mechanics	12

The 1945 Melbourne Technical College Prospectus shows a coat of arms, with the latin motto Perita Manus Mens Exulta. A literal translation is Skilful Hands Cultivated Minds

#### **Melbourne Technical College Wireless Training Program.**

As with any service organisation, there were rules to be observed by the students. These covered class times, break periods, College property, dress, behaviour, smoking, loss of property, use of the workshops and classrooms, study rooms, mail and phone calls, visitors. Following are a few of these rules:

“Trainees are responsible for broken windows, apparatus or other damage to property and must pay for the damage caused”.

“Trainees are required to pass from room to room in an orderly and quiet manner”

“Trainees must clean up their machines and workshops, place their chairs on the tables and remove debris before breaking classes.”

“The College will appoint a Course Orderly for each course. The Course Orderly will prepare a roster and appoint for each day a blackboard orderly, a paper orderly and two cleaners”.

“Telephone calls in or out are not permitted by Trainees unless there is a state of emergency. A public telephone is located on the corner of Bowen and Latrobe streets, and another on the corner of Lonsdale and Russell Streets”

“The Instructor’s ‘Leave Pass’ enables a Trainee to leave the class room, but not the building. No other Trainee may leave the class room until the ‘Pass’ has been returned to the Instructor”

The program was one of continuous 5 days per week 7 hours per day (plus lunch and tea breaks), supplemented by one and a half hours supervised study at HMAS Lonsdale five evenings each week. Typically this course of training would continue for 6 months.

In broad terms, the topics covered were Mathematics, Electrical & Radio theory, the latter two being reinforced with practical demonstrations and workshop activities.

#### Mathematics

HCF. LCM. Fractions- vulgar and decimal

Roots & Indices

Logarithms

The Slide Rule

Symbols & their uses – Algebra

Equations – simple, bracketed and fractional

Trigonometry

Geometry & Graphs

Simultaneous equations

#### Electrical Theory

The electronic structure of matter

The effects of a current

The electric motor

Measuring instruments

The transformer

The inverter & multivibrator

Induction coil

Electromagnetism

Capacitance

Electrostatics

Alternating currents

Batteries and lead acid cells

Electrical and electronic components and symbols

#### Radio Theory

Ionospheric behaviour

Waves – sound and radio

The decibel

Frequency amplifiers

Simple and delayed automatic volume control

Power amplifiers

Oscillators. Modulation

The thermionic valve

The simple transmitter

Detection

Amplification

Master oscillator controlled transmitters

The superhetrodyne receiver

Power supplies

Transmission lines

Antennae & feeders

The printed notes provided to the trainees were well illustrated with diagrams, written in unambiguous easy to comprehend English, and comprised approximately 130 of today's A4 sized paper. Thus a combination of well planned and organised quality lectures, fully equipped laboratory facilities, and comprehensive reference notes together assured a high level of passes for the students.

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## Chapter 7 - HO RM HMA Ships and Establishments

(As at June 2005)

Listed below are the names of HM Ships and shore establishments in which HO RMs served prior to December 1945. Although this list is comprehensive, it is likely that some small vessels such as coasters, HDMLs etc may have been missed.

S denotes ship. EH denotes HMA named shore establishment. EG denotes a shore establishment by geographical location. A denotes a geographic area. See footnote #4 for other abbreviations.

			Australia	S	County class heavy cruiser
			Balikpapan	EG	South east coast of Borneo
			Barcoo	S	River class frigate
			Barwon	S	River class frigate
			Basilisk	EH	Port Moresby
			Bataan	S	Tribal class destroyer
Adelaide	S	Improved Town class light cruiser	Bathurst	S	Bathurst class minesweeper
Aitape	EG	North east coast Papua New Guinea ca Lat 3 deg S	Belconnen	EG	Canberra. (Naval W/T station, not HMAS as was Harman)
Alexhaven	EG	Near Madang (See Madang)	Belian (Bellieu) Island	EG	(near Madang)
Ambon	EG	Small Indonesian island in the Moluccas group west of Irian Jaya and south of Halmaheras	Benalla	S	Bathurst class minesweeper
			Bendigo	S	Bathurst class minesweeper
Ararat	S	Bathurst class minesweeper	Biak	EG	Indonesian island ca Lat 2 deg S Long 136 deg E
Armidale	S	Bathurst class minesweeper	Bingera	S	Coaster. Served as ancilliary training vessel
Arunta	S	Tribal class destroyer	Booby Island	EG	Off Cape York Peninsula, Lat 10 S Long 142 E
Assault	EG	Amphibious Operations Training Establishment. Port Stephens NSW	Borneo	A	Large island part of Indonesia
			Broome	S	Bathurst class minesweeper

Brisbane	S	Town class light cruiser	Colac	S	Bathurst class minesweeper
Brunei	A	A geographic area, and independent sultanate, to the north and west of the Borneo Island	Condamine	S	River class frigate
			Coonawarra	EH	Darwin
			Cootamundra	S	Bathurst class minesweeper
Bunbury	S	Bathurst class minesweeper	Coral Sea	A	Area south of PNG and east of Cape York peninsula
Bundaberg	S	Bathurst class Minesweeper			
Bungaree	S	Merchant ship converted to auxiliary minelayer	Cowra	S	Bathurst class minesweeper
			Culgoa	S	River class frigate
Burdekin	S	River class Frigate	Deloraine	S	Bathurst class minesweeper
Basilisk	EG	Port Moresby	Derwent	EH	Originallt Cerberus VI. Became Derwent 1/8/1940. Became Huon 1/3/1942. Hobart
Cairns	S	Bathurst class minesweeper			
Canberra	S	County class heavy cruiser			
Carpentaria	EH	Thursday Island	Diamantina	S	River class frigate
Castlemaine	S	Bathurst class minesweeper	Doomba	S	Abadare Class Minesweeper, ex HMS Wexford. 750 tons
Celebes	A	Large island east of Borneo and part of Indonesia. Aka Sulawesi	Dreger Harbour	EG	East coast PNG ca Lat 5 S, Long 145 E
Cerberus	EH	Crib Point Victoria	Dubbo	S	Bathurst class minesweeper
Challenger			Ecucha	S	Bathurst class minesweeper
Charon	S	Merchant ship 3,703 tons. Served as victualling stores issue ship	Emerald	S	ex WW1 tug. Sold 1923. Requisitioned 1939 for service as
Chinampa	S	52 feet 60 tons stores lighter			

		Examination Vessel. 189 tons	Gunbar	S	Coaster 480 tons. Served as Aux. Minesweeper & BDV
Falie	S	Coaster converted to serve as stores carrier	Gympie	S	Bathurst class minesweeper
Faye C	S	Seine Trawler. Served as Channel Patrol, ASV & Radar Maintenance vessel. 51tons	Halmahera	A	Indonesian island group on the equator between Long 127 & 129 deg E
Fremantle	S	Bathurst class minesweeper	Harman	EH	Canberra
Garden Island	EG	Sydney	Hawkesbury	S	River class frigate
Gascoyne	S	River class destroyer	Hobart	S	Modified Leander class light cruiser
Gawler	S	Bathurst class minesweeper	Hollandia	EG	North coast Indonesian New Guinea (Irian Jaya) near PNG border
Geelong	S	Bathurst class minesweeper			
Geraldton	S	Bathurst class minesweeper	Horsham	S	Bathurst class minesweeper
Gilolo	EG	Morotai, Halmaheras Islands	Huon	EH	Hobart
			Inverell	S	Bathurst class minesweeper
Goulburn	S	Bathurst class minesweeper	Inverloch	EG	Located at Venus Bay, on Eyre Peninsula SA. Ca Lat 33 S Long 134 E.
Gladstone	S	Bathurst class minesweeper			
Glenelg	S	Bathurst class minesweeper	Ipswich	S	Bathurst class minesweeper
Gumleaf	S	Seine Trawler. Served as AS maintenance vessel and Combined Ops training vessel	Japen Island	EG	Small Indonesian island in Cenderawasih Bay off north coast of New Guinea. Aka Yapen Island

Jon Jim	S	Trawler. Served as Anti Submarine Maintenance vessel	Ladava	EH	Shore establishment Milne Bay (see Milne Bay)
Junece	S	Bathurst class minesweeper	Lae	EG	East coast Papua New Guinea ca Lat. 6 deg. South
Kalgoorlie	S	Bathurst class minesweeper	Langemak (Langemark)	EG	Near Finschafen PNG
Kanimbla	S	Armed Merchant Cruiser	Lanka	EH	Naval base Colombo
Kapunda	S	Bathurst class minesweeper	Larrakia	S	12 tons motor vessel. Served as CPB, BDV, ASR, EV
Katoomba	S	Troop and supply ship. Also Bathurst class minesweeper	Latrobe	S	Bathurst class minesweeper
Kiama	S	Bathurst class minesweeper	Launceston	S	Bathurst class minesweeper
Kuramia	S	Timber passenger ferry. 335 tons. Served as BDV	Leeuwin	S	Fremantle WA
Kuranda	EH	Commissioned shore establishment at Cairns	Leichhardt	EG	Inner Sydney suburb. Stores and radar/radio repairs
Kuru	S	Patrol Boat	Lismore	S	Bathurst class minesweeper
Kuttabul	S	Depot ship. .Moored in Sydney Harbour and torpedoed by Japanese midget submarine	Lithgow	S	Bathurst class minesweeper
			Lonsdale	EH	Port Melbourne
			Lusair	EG	Commissioned shore establishment at Torokina Solomon Islands 5/3/45 to 20/10/45
Kybra	S	Merchant ship requisitioned and converted as a training ship for Radar Plotters	Luzon	A	Northernmost main island of The Philippines
Lachlan	S	River class frigate			

Macquarie	S	River class frigate	Merkur	S	6,000 ton motor vessel used as a stores replenishment vessel. Mixed MN and RAN crew
Madang	EG	East coast New Guinea ca Lat 5 deg S Long 145 deg E			
Magnetic	EH	Townsville	Mildura	S	Bathurst class minesweeper
Maitland	EH	Commissioned shore establishment at Newcastle NSW 1/8/1940 to 21/9/46	Milne Bay	EG	Extreme SE coast Papua New Guinea
			ML427	S	See Note 1
Malabar Hills	EG	British naval establishment Bombay	ML804	S	See Note 1
			ML811	S	See Note 1
Manoora	S	Armed Merchant Cruiser	ML818	S	See note 1
Manus Island	EG	Part of Bismark Archipelago ca Long 146 East Lat 2 deg South	Moratai	EG	Island in the Halmahera Group ca Lat 3 deg N Long 128 deg E
Marrawah	S	Coastal vessel (472 tons disp.) converted to minesweeper. Operated in Bass Strait	Moreton	EH	Brisbane
			Murchison	S	River class frigate
			Napier	S	N class destroyer
			Nauru	EG	Independent Pacific nation
Maryborough	S	Bathurst class minesweeper	Nepal	S	N class destroyer
Meios Woendi	EG	Small Indonesian island in Cenderawasih Bay near Japen Island	Nizam	S	N class destroyer
			Navy Office	EG	St Kilda Road Melbourne
Melville	EH	Darwin	Nirimba	EH	Sydney western suburbs
Merauke	EG	South coast Indonesian New Guinea (Irian Jaya) ca Lat 9 deg S Long 140 deg E	Noumea	EG	On island of New Caledonia ca Lat 22 deg S 166 deg E



Ocean Island	EG	Lat 1 S Long 167 E. Near Nauru Island	Shepparton	S	Bathurst class minesweeper
Olive Cam	S	Trawler 291 tons. Served as AMS	Shoalhaven	S	River class frigate
Oro Bay	EG	East coast PNG near Pepondetta	Shropshire	S	County class heavy cruiser
Parkes	S	Bathurst class minesweeper	Strahan	S	Bathurst class minesweeper
Penguin	EH	Middle Head Sydney	Station 284	EG	Non commissioned shore establishment RDF school at Sydney South Head
Ping Wo	S	Yangse river boat			
Pirie	S	Bathurst class minesweeper	Stawell	S	Bathurst class minesweeper
Platypus	S	Submarine depot ship, destroyer depot ship	Sterna	S	40 ton Trawler. Served as Radar Repair ship. Formerly GPV 952
Port Moresby	EG	Capital PNG			
Quadrant	S	Q class destroyer	Stuart	S	Scott class Destroyer
Quiberon	S	Q class destroyer	Sultan	S	RN destroyer
Quickmatch	EG	City of East New Britain, ca Lat 4 deg S Long 152 deg E	Swan	S	Grimsby class sloop
Rockhampton	S	Bathurst class minesweeper	Tarakan	EG	Island close to east coast of Borneo
Rushcutter	EH	Rushcutters Bay, Sydney	Tarangau	EH	Drega Harbour, then Manus Island
Saidor	EG	East coast PNG Lat 5 S Long 146 E	Torokina	EG	Solomon Islands
Samarai	EG	Small island extreme SE of Papua New Guinea	Tawi Tawi Island	EG	Small Indonesian island in the Java Sea S & E of Borneo
			Three Cheers	S	Seine Trawler. Served as stores

		carrier, diving and pilot boat	Warrego	S	Improved Grimsby class sloop
Thursday Island	EG	Cape York Peninsula	Waterhen	S	V&W class Destroyer
Tingara	S	Training ship for boys	Watson	EH	South Head Sydney
Torrens	EH	Birkenhead South Australia	Westralia	S	Armed Merchant Cruiser
Townsville	S	Bathurst class minesweeper	Whyalla	S	Bathurst class minesweeper
Trincomalee	EG	British naval establishment Colombo	Wilcannia	S	Bathurst class minesweeper
Vendetta	S	V&W Class Destroyer	Willis Island	EG	East of Cairns on Long 150 deg E
Vampire	S	V&W Class Destroyer	Wollongong	S	Bathurst class minesweeper
Vigilant	S	Patrol Boat	Yandra	S	Merchant ship requisitioned and converted as a training ship for Radar Plotters.
Voyager	S	V&W Class Destroyer			
Wagga	S	Bathurst class minesweeper	Yarroma	S	12 ton motor launch. Used as CPB & with NAP.
Wewak	EG	East coast PNG ca Lat 4 deg S Long 143 deg E	Yunnan	S	2812 tons steamer. Used as ASIS.
Whang Pu (Wang Pu)	S	Yangse river boat			
Warramunga	S	Tribal class destroyer	<u>NOTES</u>		
Warrnambool	S	Bathurst class minesweeper	1. 35 Fairmile B Motor Launches were constructed 1943-44. Displacement 75 tons. LOA 112 feet. Beam 17.1 feet. Draught 5.4 feet. Speed 20 knots (ca 36 Kmph). Range 840 miles at 12 knots. Crew 16. Armament one 2 pounder, one 20 mm, two .303 vickers, two .303 Lewis, two DCTs, fourteen DCs.		
Warrego	S	Improved Grimsby class sloop			
Wednesday Island	EG	Cape York Peninsula	2. Bathurst class minesweepers were also known as Corvettes. Of the 56 of these ships built for R.A.N. service, HORMs served in 49.		

3. Sea going ships listed were all in commission prior to 1945. Later ships bearing the same name eg Voyager, Vendetta are not listed.

4. Abbreviations:

AMS     Armed Merchant Ship

AS       Anti Submarine

ASIS    Armament Stores Issuing Ship

ASR     Air Sea Rescue

BDV     Boom Defence Vessel

CPB     Channel Patrol Boat

DC       Depth Charge

DCT     Depth Charge Thrower

EV       Examination Vessel

GPV     General Purpose Vessel

Lat      Latitude

LOA     Length Overall

Long    Longitude

MN       Merchant Navy

NAP     Naval Auxiliary Patrol

PNG     Papua NewGuinea

RDF     Radio Direction Finding

WREN   Women's Royal Navy

W/T      Wireless Telegraphy

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## Chapter 8 - Glossary of Terms

### Glossary of Terms, Expressions, Place Names and Jargon Used in This Book

			numbered sequential and by year, to communicate to the RAN
(S)	As an example, a PO RM (S) specialised in W/T equipment in shore stations.	Corvette	Bathurst class escort vessel and mine sweeper. The RAN had 56 of these in service.
(W)	As an example, a PO RM (W) had training in both W/T and Radar equipment	CW	Continuous Wave. A basic form of radio transmission
AFO	Admiralty Fleet Order. Orders passed to the Royal Navy	Davit	The mechanical device fixed to a ship's side for the purpose of lowering a boat into the sea
AWL or AwoL	Absent Without Leave, ie unauthorised absense	Dhobey	Laundry
BB	Bailey Boy. Specialist Radar officer trained by Professor Bailey, University of Sydney	Dicky front	A mock shirt worn by some sailors to accentuate a manly chest.
CAFO	Confidential AFO. Confidential orders passed to selected recipients in the Royal Navy	Dog Watches	1600 to 1800 hours was the first dog watch, 1800 to 2000 was the second dog watch (See Watches)
Capt(L)	Captain with Electrical specialisation	El Cdr	Electrical Commander
CCNO	Confidential CNO. Confidential orders passed to selected recipients in the Royal Australian Navy.	Fibro Frigate	Colloquialism for HMAS Watson, the technical training establishment at North Head Sydney
CEIO	Commissioned Electrical Officer. A rank to which non commissioned electrical ranks, eg PO RM may be promoted	Foreigners	Items illegally acquired or manufactured using Navy materials and/or equipment (see rabbits)
ChRE	Chief Radio Electrician. Later title of Chief Radio Mechanic	GC stripe	Good conduct stripe. One for each of 3, 8 and 12 years of good conduct service. Worn on the left arm
CNO	Commonwealth Navy Order. The document,	Hard tack	Emergency rations, typically biscuits, tinned meat

HDML	Harbour Defence Motor Launch, typically about 70 feet long. Seagoing MLs were about 120 feet long	Ohmeter	native of Perth is from Perth
H.O.	Hostilities Only. That is for the duration of WW2 plus 6 months.		An instrument for measuring electrical direct current resistance. Generally adapted to measure voltage and current also.
Inst Cdr	Instructor Commander	Pick	
Jump ship	Desert.		Anchor
Left arm rank	Symbol to denote rank. Eg anchor for Leading rate, crossed anchors with crown for Petty Officer	Pipe	Announcement eg pipe "Hands to supper" means time for the evening meal
LRM		PORM	
	Leading Radio Mechanic		Petty Officer Radio Mechanic
Lt(SP)		Port Wing	
	Lieutenant (Special purpose). For example RDF, Cryptography.		Left hand side of a ship's bridge
		PTI	
Make & Mend	Free time. Historically time for sailors to make and mend their uniforms		Physical Training Instructor
		Pusser	
MCW			Corruption of purser. Describes anything authorised or correct. See Tiddley
	Modulated Continuous Wave. A modified form of radio transmission		
Meals		PWO	
	Breakfast usually 0700. Dinner 1200. Tea 1600. Supper 1800.		Port Wireless Officer
		R.A.N.R.	
Native			Royal Australian Naval Reserve
	Home locality. Thus a	RANVR	Royal Australian Navy Volunteer Reserve



R/T	Radio Telephony	Square bashing	Learning to march, counter march, salute etc.
Rabbits	Souvenirs. Some acquired legitimately by price haggling with vendors. Some acquired by other methods	Square rig.	Uniform worn by Petty Officers, and others such as Stewards, Writers. Typically three button jacket, white shirt, black tie
RADAR	<b>RA</b> dio <b>D</b> irection <b>A</b> nd <b>R</b> anging. An electronic device measuring the range, relative bearing and elevation of distant objects	SSB	Single Side Band. A modified form of radio transmission
RDF	Radio Direction Finding. Original name given to Radar	Star shell	Special explosive fired at night to burst at about 1000 feet and illuminate the surrounds
RE	Radio Electrician. Title which replaced PO RM	S/Torpedoman	Seaman torpedoman
Refit	Periodically a ship requires dockyard maintenance – boilers, heavy machinery, rigging etc	Swattie	Navy jargon for a soldier
Right arm rate	Symbol to denote occupation. Eg crossed flags for visual signaller, crossed cannons for gunner	Tiddley	Describes anything unauthorised . See pusser.
Round rig	Junior sailors' uniform – round cap, bell bottom trousers. (See square rig)	Tot	For years, the Royal Navy issued a “tot” of rum daily to all non commissioned personnel. Not so in the RAN
S/Lt	Sub Lieutenant	Vibrator	A little device operated usually from 12 volts DC producing 50 cycle pulses for conversion to 230 volts AC
Ship's Company	The ship's complement of all personnel	Wardroom	Officers' mess
Ships in Reserve	A ship or group of ships “mothballed” such that with limited time and effort could be recommissioned quickly	Watches	Middle watch, midnight to 0400. Morning watch 0400 to 0800. Forenoon watch 0800 to noon. Afternoon watch noon to 1600. First dog watch 1600 to 1800. Second dog watch 1800 to 2000. First watch 2000 to midnight.
Ship's pilot	Merchant Navy officer specially trained to navigate foreign ships in and out of ports	WM	Wireless Mechanic. Earlier title of Radio Mechanic

WMQ

Wireless Mechanic  
Qualifying

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The only equitable way to recognise everyone else is to record contributors' names listed alphabetically, and to hope that I do not forget anyone. Should this be the case, I offer my apologies and claim human frailty.

Baird John

Baldock Brian

Balme Basil

Coyle Gwen

Crow George (Jim)

Doran Reg

Gibson Anne (Polly Woodside Museum)

Gillam Sandy (RMIT Archivist)

Gillespie Peter

Glover Peter

Gulson Tom (Neil)

Hoskins Allen

Kennedy Kevin

Labone Reg

Laughton John

Linton Bob

McDonald Reuben

McDonnell Jim

Palmer Tom

Pritchard Maurie

Ramsay Hilton (Tony)

Routh Russell

Saunders Norm

Saywell John OAM

Scaife Clyde

Shackleton Ian

Slatyer Bob

Weatherall Leslie (National Archives)

West Jim

Woodward Greg

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